

Freeborn & Peters LLP

May 4, 2004

VIA FEDERAL EXPRESS

Mr. Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001

ENTERED
Office of Proceedings

MAY - 5 2004

Part of
Public Record



Re: Surface Transportation Board Docket No. AB-6 (Sub-No. 417X): The Burlington Northern and Santa Fe Railway Company Abandonment from Glyndon, Minnesota to Felton, Minnesota

Attorneys at Law

311 South Wacker Drive
Suite 3000
Chicago, Illinois
60606-6677
Tel 312.360.6000

Brian Nettles
Paralegal
Direct 312.360.6336
Fax 312.360.6596
bnettl@
freebornpeters.com

Dear Secretary Williams:

Enclosed for filing in the referenced docket are the original and ten copies of The Burlington Northern and Santa Fe Railway Company's Notice of Exemption, and a check for \$2,800.00, covering the filing fee.

Please acknowledge receipt of this material by date stamping the enclosed copy of this letter and returning it to me in the enclosed self-addressed stamped envelope.

The environmental and historic reports have been forwarded to the responsible agencies and copies have been directed to the Section of Environmental Analysis. The Notice of Exemption includes a certificate of notice upon various interested state and federal authorities (the U. S. Department of the Interior – National Park Service, Recreation and Conservation Assistance Program; the U. S. Department of the Interior – National Park Service, Land Resource Division; the Department of Defense, Military Traffic Management Command; the Minnesota Public Utilities Commission; the Minnesota Department of Transportation; Minnesota State Clearinghouse; and the Chief of Forest Service, U. S. Department of Agriculture). As of this date, I have not received the affidavit of publication from the Cavalier County Republican. I will forward the affidavit when I receive it.

Sincerely,

Brian Nettles

FILED

MAY - 5 2004

**SURFACE
TRANSPORTATION BOARD**

/bn
Enclosures

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**SURFACE
TRANSPORTATION BOARD SURFACE TRANSPORTATION BOARD**

Abandonment of a line of Railroad
Between BNSF M.P. 18.09 near Glyndon,
Clay County, Minnesota and M.P. 34.00
near Felton, Clay County, Minnesota

NOTICE OF EXEMPTION
Docket No. AB-6
(Sub-No. 417X)



TO THE SURFACE TRANSPORTATION BOARD:

210794

The Burlington Northern and Santa Fe Railway (BNSF) hereby notifies the Board that it intends to abandon its line of railroad between BNSF M.P. 18.09 near Glyndon, in Clay County, Minnesota and M.P. 34.00 near Felton, in Clay County, Minnesota, a total distance of 15.91 miles, pursuant to the Board's Exemption of Out of Service Rail Lines, 49 C.F.R. § 1152.50 and in support of the Notice, respectfully provides the following information:

Original

- I. Proposed consummation date for the aba

June 29, 2004

- II. Certification required in 49 C.F.R. § 1152.50(b)

The attached Certification of Michael Smith certifies that no formal complaint filed by a user of rail service on this line (or a state or local government entity acting on behalf of such user) regarding cessation of service over the line is pending with the Board or any U.S. District Court or has been decided in favor of a complainant within the last two years. The attached Verification of Richard A. Batie certifies that no local traffic has moved over this line for at least two (2) years and any overhead traffic on the line can be rerouted over other lines.

FEE RECEIVED

MAY - 5 2004

**SURFACE
TRANSPORTATION BOARD**

III. Information required by C.F.R. § 1152.22(a)(1-4), (7), (8) and (e)(4).

(a) General

- (1) Exact name of Applicant.

The Burlington Northern and Santa Fe Railway
Company.

- (2) Whether applicant is a common carrier by railroad subject
to 49 U.S.C. Subtitle IV, Chapter 105.

Applicant is a common carrier by railroad subject to
49 U.S.C. Subtitle IV, Chapter 105.

- (3) Relief sought.

BNSF seeks an exemption from Surface Transportation
Board approval authorizing the abandonment and
discontinuance of service of the Glyndon, Minnesota to
Felton, Minnesota line specified above.

- (4) Detailed map of the subject line.

See Exhibit A.

- (5) Name, title and address of representative of applicant to
whom correspondence should be sent.

Michael Smith
Freeborn & Peters
311 S. Wacker Dr., Suite 3000
Chicago, IL 60606-6677

- (6) List of all United State Postal Service ZIP Codes that the
line traverses.

The Glyndon, Minnesota to Felton, Minnesota line traverses United States Postal Service Zip codes 56547 and 56536.

- (7) Statement of whether the properties proposed to be abandoned are suitable for other public purposes, including roads or highways, other forms of mass transportation, conservation, energy production or transmission or recreation. If the applicant is aware of any restriction on the title to the property, including any reversionary interest, which would affect the transfer of title or the use of property for other than rail purposes, this shall be disclosed.

The right of way may be suitable for use for other public purposes such as a trail. On part of the properties involved, title considerations may affect the conveyance of the land for use other than railroad purposes. Based on information in our possession, the line does contain federally granted rights-of-way. Any documentation in the railroad's possession will be made available promptly to those requesting it.

IV. Level of protection.

The interest of railroad employees will be protected by the conditions imposed in Oregon Short Line RR Co. - Abandonment - Goshen, 360 I.C.C. 91 (1979)

V. Certification that the notice requirements of §§ 1152.50(d)(1) and 1105.11 have been met is attached.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Michael Smith', with a horizontal line underneath.

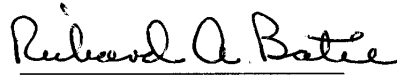
Michael Smith
Freeborn & Peters
311 S. Wacker Dr. Suite 3000
Chicago, Illinois 60606-6677
Phone: (312) 360-6724
Fax: (312) 360-6598

Date: May 4, 2004

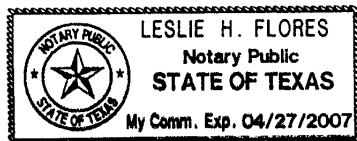
VERIFICATION

STATE OF TEXAS)
)ss
COUNTY OF TARRANT)

Richard A. Batie makes oath and says he is Manager, Shortline Development in the Network Development department of The Burlington Northern and Santa Fe Railway Company; that he has been authorized by the Applicant to verify and file with the Surface Transportation Board the foregoing Notice of Exemption in AB-6 (Sub-No. 417X); that he affirms that the line has had no local traffic in the prior two (2) years and that there is no overhead traffic to be rerouted; that he has carefully examined all of the statements in the Notice; that he has knowledge of the facts and matters relied upon in the Notice; and that all representations set forth therein are true and correct to the best of his knowledge, information, and belief.


Richard A. Batie
Manager, Shortline Development

Subscribed and sworn to before me the 30th day of April, 2004.




Notary Public

THE BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY
NO. AB-6 (Sub No. 417X)

CERTIFICATION

I hereby certify that (1) no formal complaint filed by a user of rail service on this line (or a state or local government entity acting on behalf of such user) regarding cessation of service over the line is pending with the Board or any U.S. District Court or has been decided in favor of a complainant within the last two (2) years; (2) service of notice upon the U.S. Department of the Interior, National Park Service, Recreation Park Service, Land Resource Division; the Department of Defense, Military Traffic Management Command; the Minnesota Public Utilities Commission; the Minnesota Department of Transportation; the Minnesota State Clearinghouse and the Chief Forest Service, U.S. Department of Agriculture was accomplished by mailing a copy thereof on April 12, 2004; (3) the environmental and historic reports were serviced upon the agencies identified in 49 C.F.R. § 1105.7(b) and the State Historic Preservation Offices on April 12, 2004; (4) service of notice upon the State Clearinghouses was accomplished by mailing a copy thereof on April 12, 2004; and (5) the publication requirements of 49 C.F.R. § 1105.12 have been complied with, to wit: publication of notice was accomplished on April 19, 2004 in The Forum of Fargo-Moorhead, affidavit of publication is attached.



Michael Smith
Freeborn & Peters
311 S. Wacker Dr. Suite 3000
Chicago, Illinois 60606-6677
Phone: (312) 360-6724
Fax: (312) 360-6598

Date: May 4, 2004

Nº 11010

STATE OF MINNESOTA }
COUNTY OF CLAY } SS.

AFFIDAVIT OF PUBLICATION

Denise Forsberg being first duly sworn on oath states, or affirms that s/he is the publisher of the newspaper known as The Forum of Fargo-Moorhead, or the publisher's designated agent, and has full knowledge of the facts stated below:

A. The newspaper has complied with all of the requirements of constituting qualification as a qualified newspaper, as provided by my Minn. Stat. 311A.0, and other applicable laws, as amended.

B. The printed public notice that is attached was published in the newspaper on the following dates:

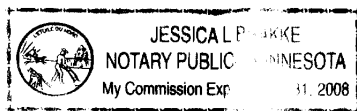
April 19, 2004

By: Denise Forsberg

Legal Advertising Clerk
Subscribed and sworn to or affirmed before me

on this 21 day of April 2004

Jessica L Bracke
Notary Public



NOTICE OF INTENT TO ABANDON

The Burlington Northern and Santa Fe Railway Company gives notice that on or after May 4, 2004, it intends to file with the Surface Transportation Board, Washington, DC 20423, a petition for exemption under 49 U.S.C. 10502(a) and 49 C.F.R. Section 11121, et seq., from the requirements of 49 U.S.C. 10903, for abandonment permitting the abandonment of 15.91 miles of railroad line between Milepost 18.09 in Glyndon, Clay County, Minnesota and Milepost 34.00 in Felton, Clay County, Minnesota, which traverses through United States Postal ZIP Codes 56547 and 56636. The proceeding will be docketed as No. AB-6 (Sub No. 417X).

The Board's Section of Environmental Analyses (SEA) will generally prepare an Environmental Assessment (EA), which will normally be available 60 days after the filing of the petition for abandonment exemption. Comments on environmental and energy matters should be filed no later than 30 days after the EA becomes available to the public and will be addressed in a Board decision. Interested persons may obtain a copy of the EA or make inquiries regarding environmental matters by writing to the Section of Environmental Analysis, Surface Transportation Board, 1925 K Street, N.W., Washington, DC 20423-0001 or by calling that office at 202-565-1538.

Appropriate offers of financial assistance to continue rail service can be filed with the Board. Requests for environmental conditions, public use conditions, or rail banking/trails use also can be filed with the Board. An original and 10 copies of any pleading that raises matters other than environmental issues (such as trails use, public use, and offers of financial assistance) must be filed directly with the Board's Office of the Secretary, 1925 K Street, N.W., Washington DC 20423-0001 [See 49 CFR 1104.1(a) and 1104.3(a)], and one copy must be served on applicants' representative [See 49 CFR 1104.12(a)]. Questions regarding offers of financial assistance, public use or trails use may be directed to the Board's Office of Public Services at 202-565-1592. Copies of any comments or requests for conditions should be served on the applicant's representative Michael Smith, Freeborn & Peters, 311 S. Wacker Drive, Suite 3000, Chicago, Illinois 60606-6677 - telephone (312) 360-6724.

(April 19, 2004)

11007

RATE INFORMATION

Lowest classified rate paid by commercial users for comparable space: \$2.27 per line per day
Maximum rate allowed by law: \$2.27 per line per day
Rate actually charged: \$.367 per line per day
\$.121 charged 1 time
(indented and bold lines).

PUBLICATION FEES

52 Lines straight composition
1 times @ .367 \$ 19.08
4 Lines extra composition
1 times @ .121 \$.48
TOTAL \$ 19.56

BEFORE THE
SURFACE TRANSPORTATION BOARD

In the Matter of The
Burlington Northern and Santa Fe
Railway Company Notice of Exemption
to Abandon Its Line of Railroad
Between M.P. 18.09 in Glyndon, Minnesota
and M.P. 34.00 in Felton, Minnesota

Docket No. AB-6
(Sub No. 417X)

ENVIRONMENTAL REPORT

The following information is submitted to the Surface Transportation Board by The Burlington Northern and Santa Fe Railway Company (BNSF) in accordance with the Board's reporting requirements as set forth in 49 C.F.R. § 1105.7 for the purpose of assisting the Board's preparation of an environmental document regarding BNSF's Notice of Exemption for abandonment of its line between M.P. 18.09 near Glyndon, Clay County, Minnesota and M.P. 34.00 near Felton, Clay County, Minnesota, total distance of 15.91 miles.

(1) **Proposed action and Alternatives:** Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

BNSF seeks to abandon and discontinue service of the line. A map of the line is attached as Exhibit A.

(2) **Transportation system:** Describe the effect of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

The proposed abandonment will have no effect on existing transportation systems or patterns as the line is out of service.

(3) Land Use:

(i) Based on consultation with local and/or regional planning agencies and/or review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

BNSF believes that the proposed exemption will be consistent with existing land use plans. The Clay County Board of Commissioners were notified by letter dated December 8, 2003. See Exhibits B. As of the date of this report, the Board of Commissioners has not responded. BNSF will provide the Board copies of any response it may receive.

(ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agriculture land.

The impact to farmland should be minimal. See Exhibit C, letter from the Natural Resources Conservation Service.

(iii) If any action affects land or water uses within a designated coastal zone, include the coastal zone information required by § 1105.9

N/A

(iv) If the proposed action is abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10906 and explain why.

It is possible that the right-of-way may be suitable for alternative public use. The Clay County Board of Commissioners were notified by letter dated December 8, 2003. See Exhibits B. As of the date of this

report, the Board of Commissioners has not responded. BNSF will provide the Board copies of any response it may receive.

(4) Energy:

(i) Describe the effect of the proposed action on transportation of energy.

To the best of BNSF's knowledge there are no undeveloped energy resources such as oil, natural gas or coal in the vicinity of this line.

(ii) Describe the effect of the proposed action on recyclable commodities.

This abandonment and discontinuance will not adversely affect movement or recovery of recyclable commodities as the line is out of service.

(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

This abandonment will not result in an increase or decrease in overall energy efficiency as the line is out of service.

(iv) If the proposed action will cause diversions from rail to motor carriage of more than:

(A) 1,000 rail carloads a year, or

(B) An average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in the energy consumption and show the data and methodology used to arrive at the figure given.

There will be no diversions of traffic because the line is out of service.

(5) Air:

(i) If the proposed action will result in either:

(A). An increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of the line effected by the proposed, or

No.

(B). An increase in rail yard activity of at least 100% (measured by carload activity), or

No.

(C). An average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions.

The action will not involve an increase in truck traffic of more than 10% or 50 vehicles a day on any affected road segment as the line is out of service.

(ii) If the proposed action affects a Class I or nonattainment area under the Clean Air Act, and will result in either:

(A) An increase in rail traffic of at least 50% (measured in gross ton miles annually) or an increase of at least three train a day on any segment of rail line, or

(B) An increase in rail yard activity of at least 20% (measured by carload activity), or

(C) An average increase in truck traffic or more than 10-% of the average daily traffic of 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by State implementation Plan. However, for a rail construction under 49 U.S.C. § 10901 (or 49 U.S.C. § 10505) or in a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

The proposed abandonment will not result in an increase of rail or truck traffic because the line is out of service.

(iii) If the transportation of ozone depleting materials (such as nitrogen oxide and from) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

The proposed abandonment will not result in an increase of rail or truck traffic because the line is out of service.

(6) Noise: If any of the thresholds identified in item (5)(c) of this section are surpassed, state whether the proposed action will cause:

(i) An incremental increase in noise levels of three decibels Ldn or more,

N/A

(ii) An increase to a noise level of 76 decibels Ldn or greater. If so, identify sensitive receptors (e.g. schools, libraries, hospitals, residences, retirement communities and nursing homes) in the project area and quantify the noise increase for those receptors if the thresholds are surpassed.

N/A

(7) Safety:

(i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad crossings).

This abandonment should have no adverse effect on health or public safety. There are 17 public crossings and eight private crossings. During salvage operations on the line, if any may be required, precautions will be taken to ensure public safety, and contractors will be required to satisfy all applicable health and safety laws and regulations.

(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the

extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills, and the likelihood of and accidental release of hazardous materials.

Abandonment will not result in transportation of hazardous materials.

(iii) If there are any known hazardous waste site or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

BNSF has leased approximately 9,000 square feet of property in Felton near the line to Fevig Oil Company as bulk oil facility of petroleum products on the property. Elevated levels of gasoline range hydrocarbons, and diesel range organics are known to exist at the lease site.

(8) Biological resources:

(i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

BNSF does not believe the proposed abandonment will effect any endangered or threatened species or areas designated as critical habitat. The U.S. Fish and Wildlife Services was notified by letter December 8, 2003. See Exhibit D. As of the date of this report, the U.S. Fish and Wildlife Service has not responded. BNSF will provide the Board copies of any response it may receive. The Minnesota Department of Natural Resources was notified by letter dated January 20, 2004. See Exhibit E. As of the date of this report, the Minnesota Department of Natural Resources has not responded. BNSF will provide the Board copies of any response it may receive.

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

BNSF believes the proposed abandonment will have no effect on wildlife sanctuaries, refuges, National or State parks or forests. There are no Federal lands administered by the Bureau of Land Management along the railroad line. See Exhibits F, letter from the Bureau of Land Management. The U.S. Fish and Wildlife Service does not own any lands or interests in land in the vicinity of the proposed rail line abandonment. See Exhibit G, letter from the U.S. Fish and Wildlife Service.

(9) Water:

(i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

BNSF believes that the proposed exemption will be consistent with applicable Federal, State or local water quality standards. The Minnesota Pollution Control Agency was notified by letters dated December 8, 2003. See Exhibit H. As of the date of this report, the Minnesota Pollution Control Agency has not responded. BNSF will provide the Board copies of any response it may receive.

(ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under Section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and whether any designated wetlands or 100-year floodplains will be affected. Describe the effects.

A Section 404 permit is not needed. See Exhibit I, letter from the Army Corps of Engineers. BNSF believes that the proposed abandonment will not affect the 100-year floodplains. The proposed abandonment

crosses the 100-year floodplain at two points. See Exhibits J, maps provided by Clay County Emergency Management.

(iii) State whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.

BNSF does not believe permits under Section 402 of the Clean Water Act are required. The Minnesota Pollution Control Agency was notified by letters dated December 8, 2003. See Exhibit H. As of the date of this report, the Minnesota Pollution Control Agency has not responded. BNSF will provide the Board copies of any response it may receive.

(10) Proposed Mitigation: Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

Any salvage operations that may result will be in accordance with BNSF's general practice of requiring its private contractors to comply with all federal, state and local laws and regulations pertaining to the environment, including, but not limited to noise, air quality, water quality, and items of archaeological significance. The project itself should mitigate the environmental effects of reinstating active rail operations.

Respectfully Submitted,



Michael Smith
Freeborn & Peters
311 S. Wacker Dr. Suite 3000
Chicago, Illinois 60606-6677
Phone: (312) 360-6724
Fax: (312) 360-6598

Date: May 4, 2004

BEFORE THE
SURFACE TRANSPORTATION BOARD

In the Matter of The
Burlington Northern and Santa Fe
Railway Company Notice of Exemption
to Abandon Its Line of Railroad
Between M.P. 18.09 in Glyndon, Minnesota
and M.P. 34.00 in Felton, Minnesota

Docket No. AB-6
(Sub No. 417X)

HISTORICAL REPORT

The following is submitted to the Surface Transportation Board by The
Burlington Northern and Santa Fe Railway Company (BNSF) in accordance with the
Board's reporting requirements set forth in 49 C.F.R. § 1105.8 for the purpose of assisting
the Board's environmental and historical assessment regarding BNSF's Notice of
Exemption to abandon its line of railroad between M.P. 18.09 near Glyndon, Minnesota
to M.P. 34.00 near Felton, Clay County, Minnesota, total distance of 15.91 miles.

(1) A U.S.G.S. topographic map (or alternate map drawn to scale and sufficiently
detailed to show buildings and other structures in the vicinity of the proposed action)
showing the location of the proposed action, and the locations and approximate
dimensions of the railroad structures that are 50 years old or older and are part of the
proposed action;

One copy of a U.S.G.S. Topographical map has been provided to the Minnesota
Historical Society and one copy is being provided to the Surface Transportation Board's
Section of the Environmental Analysis upon filing of this Report.

(2) A written description of the right-of-way (including approximate widths, to
the extent known) and the topography and urban and/or rural characteristics of the
surrounding area:

The Glyndon to Felton, Minnesota line connects the rural communities of
Glyndon and Felton. Averill is a station on the line that is no longer listed for population

purposes. The 2000 population figure for Glyndon is 1,049 and 211 for Felton. In 2002 the Glyndon population increased to 1,119 and Felton increased to 217. Most of the adjoining land is generally flat and is used for agricultural purposes growing grain and beans. Some sugar beets are grown in the surrounding area. The rail line corridor is 150 feet wide.

(3) Good quality photographs (actual photographic prints, not photocopies) or railroad structures on the property that are 50 years old or older and of the immediately surrounding area;

There are six bridges that are 50 years or older in the immediate area of the abandonment. Photographs of the six bridges are attached to this report. See Exhibit K.

(4) The date(s) of construction of the structures, and the date(s) and extent of any major alterations, to the extent such information is known;

The dates of construction of the bridges are included with the photographs. See Exhibit K.

(5) A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action:

The right of way was acquired by the St Paul Minneapolis and Manitoba Railway Company in 1899. The St Paul Minneapolis and Manitoba Railway Company was a predecessor to the Great Northern Railway Company (GN). In 1970 the GN merged with other railroads to become the Burlington Northern Railroad (BN). In 1995 BN merged with The Atchison Topeka and Santa Fe Railway (ATSF) to become The Burlington Northern and Santa Fe Railway Company (BNSF).

(6) A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is to be historic;

Documents in BNSF's possession concerning this abandonment may include alignment maps showing the right-of-way and/or station maps. Such documents are too large for practical reproduction in this report, but can be furnished upon request, if they are available.

(7) An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. § 60.4), and whether there is a likelihood of archaeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities);

To the best of BNSF's knowledge, the proposed abandonment should have no appreciable effects on any known sites or properties listed, or eligible for listing in the National Register of Historic Places. There does not appear to be any individually eligible buildings or structures along this line. As for the line itself, it was constructed as part of the St. Vincent Extension of the St. Paul and Pacific Railroad, begun in 1872, provided a link to Winnipeg via the Canadian Pacific Railway by 1879. Thus it may have significance as an important early rail link. See Exhibit L, letter from the Minnesota Historical Society.

(8) A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archaeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.

BNSF is not aware of any known prior subsurface ground disturbance or fill or any other environmental conditions (naturally occurring or man-made) that might affect the recovery of archaeological resources.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Michael Smith', with a long horizontal flourish extending to the right.

Michael Smith
Freeborn & Peters
311 S. Wacker Dr. Suite 3000
Chicago, Illinois 60606-6677
Phone: (312) 360-6724
Fax: (312) 360-6598

Date: May 4, 2004

CERTIFICATION PURSUANT TO 49 C.F.R.1105.7(c)

The Burlington Northern and Santa Fe Railway Company ("BNSF") by and through its authorized representative, Michael Smith, certifies that on April 12, 2004, BNSF sent copies of the foregoing Environmental and Historical Reports by first class mail to the following agencies:

Ms. Victoria Rutson
Chief, SEA
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001

Dennis Gimmestad
Minnesota Historical Society
Minnesota State Historic Preservation
Office
345 W. Kellogg Blvd.
St. Paul, MN 55102-1906

Chris Hanson
Assistant Field Office Manager
Division of Lands and Renewable Resources
Bureau of Land Management
Milwaukee Field Office
310 W. Wisconsin Ave., Suite 450
Milwaukee, WI 53203

Patrick Carroll
Senior Realty Officer
Division of Realty
U.S. Fish & Wildlife Service
Region 3
1 Federal Drive
BHW Federal Building
Fort Snelling, MN 55111-4056

Jon Evert
Commissioner, Chair, District 3
Clay County Board of Commissioners
807 North 11th Street
PO Box 280
County Courthouse
Moorhead, MN 56560-1500

Darrel Grande
Emergency Management Director
Clay County Emergency Management
Clay County Courthouse - 3rd Floor
807 11th Street North
Moorhead, MN 56560

Ogbazghi Sium
Floodplain Management Unit Supervisor
Minnesota Department of
Natural Resources
Floodplain Management Program
500 Lafayette Road
St. Paul, MN 55155-4040

Robert Whiting
Chief, Regulatory Branch
U.S. Army Corps of Engineers
St. Paul District
190 Fifth Street East
St. Paul, MN 55101-1638

Minnesota Department of
Natural Resources
Wildlife Division
500 Lafayette Road
St. Paul, MN 55155-4040

Minnesota Pollution Control Agency
Construction Storm Water Program
520 Lafayette Road North
St. Paul, MN 55155-4194

James Winters
Regulatory Program Manager
U.S. Army Corps of Engineers
Bismarck Regulatory Office
1513 South 12th Street
Bismarck, ND 58504

U.S. Environmental Protection Agency
Region 5
77 W. Jackson Blvd.
Chicago, IL 60604

Al Vogel
Director
Minnesota Department of Transportation
Freight, Railroads & Waterways Section
MS 420
1110 Centre Pointe Curve
Mendota Heights, MN 55120

William Hunt
State Conservationist
United States Department of Agriculture
Natural Resources Conservation Service
375 Jackson Street, Suite 600
Saint Paul, Minnesota 55101-1854

Mike Lieser
Area Resource Soil Scientist
Natural Resources Conservation Service
Moorhead Service Center
1506 30th Avenue S
Moorhead, MN 56560-5150

Water Standards Unit
Division Environmental Outcomes
Section Environmental Standards & Analysis
Minnesota Pollution Control Agency
520 Lafayette Road
St. Paul, MN 55155-4194

Natural Resources Conservation Service
Beulah Service Center
1400 Highway 49 N, Suite 101
Beulah, ND 58523-6065

U.S. Department of the Interior
National Park Service
Land Resource Division
1849 C Street, N.W.
Washington, DC 20240

Minnesota Public Utilities Commission
121 7th Place E. Suite 350
St. Paul, MN 55101-2147

Minnesota State Clearinghouse
c/o Minnesota Department of
Administration
NOAA - SSMC3
200 Administration Building
50 Sherburne Avenue
St. Paul, MN 55155

Richard Snay
National Geodetic Survey
NOAA - SSMC3
1315 East-West Highway
Silver Spring, MD 20910

The required cover letters (pursuant to 49 C.F.R. 1105.11) are attached hereto. BNSF has consulted with all appropriate agencies in preparing the reports.



Michael Smith
Freeborn & Peters
311 S. Wacker Dr. Suite 3000
Chicago, Illinois 60606-6677
Phone: (312) 360-6724
Fax: (312) 360-6598

Date: May 4, 2004

A

GLYNDON – FELTON, MINNESOTA

NORTH

FELTON MILEPOST 34.00

AVERILL

GLYNDON MILEPOST 18.09

FARGO

MOORHEAD

BUFFALO RIVER
STATE PARK

B

Freeborn & Peters LLP

December 8, 2003

Jon Evert
Commissioner, Chair, District 3
Clay County Board of Commissioners
807 North 11th Street
PO Box 280
County Courthouse
Moorhead, MN 56560-1500

**Re: *The Burlington Northern and Santa Fe Railway Company Abandonment
of Glyndon, Minnesota to Felton, Minnesota***

Attorneys at Law

311 South Wacker Drive
Suite 3000
Chicago, Illinois
60606-6677
Tel 312.360.6000

Brian Nettles
Paralegal
Direct 312.360.6336
Fax 312.360.6596
bnettl@
freebornpeters.com

Dear Mr. Evert:

BNSF plans on filing with the Surface Transportation Board ("STB") a Notice of Exemption seeking authority to abandon 15.91 miles of railroad line between M.P. 18.09 in Glyndon, Minnesota to M.P. 34.00 in Felton, Minnesota.

As part of the environmental report BNSF needs to know whether or not the proposed action is consistent with local land use plans and if there are any alternate public uses for the corridor such as a recreational trail.

The proposed abandonment may require the removal of the track materials such as the rails and ties but the roadbed will be left intact.

For your reference I have enclosed a map of the above referenced railroad line. If you have any questions, or if you would like to discuss this matter further, please do not hesitate to contact me at (312) 360-6336.

Thank you in advance for your cooperation.

Sincerely,



Brian Nettles

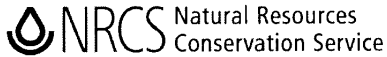
/bn
Enclosure

Chicago

Springfield

C

United States Department of Agriculture



1004 Frontier Dr., Fergus Falls, MN 56537

Phone: 218-736-5445 Fax: 218-736-7215

December 29, 2003

Freeborn and Peters LLP
Attn: Brian Nettles
311 South Wacker Drive
Suite 3000
Chicago, Illinois 60606-6677

Re: The Burlington Northern and Santa Fe Railway Abandonment of line from
Glyndon to Felton Minnesota and the Farmland Protection Policy Act PL97-98

Dear Mr. Nettles:

I have reviewed your letter dated December 8, 2003 and attached map concerning the above rail line abandonment. Based on your letter it appears the abandonment activity will be confined to the removal of rails and ties and any other rail type material. The actual railroad grade, bridges and culverts will remain and it is assumed very little soil disturbance will occur. The impact to farmland should be minimal.

If there are any significant changes to the abandonment plans or if you have any questions, feel free to contact me at 218.739.5445 ext.102.

Sincerely,

Mike Lieser
Area Resource Soil Scientist

Cc: Sharon Lean, DC, NRCS, Moorhead, MN
File

D

Freeborn & Peters LLP

December 8, 2003

U.S. Fish & Wildlife Service
Region 3
Division of Endangered Species
1 Federal Drive
BHW Federal Building
Fort Snelling, MN 55111-4056

**Re: *The Burlington Northern and Santa Fe Railway Company Abandonment
of Glyndon, Minnesota to Felton, Minnesota***

Attorneys at Law

311 South Wacker Drive
Suite 3000
Chicago, Illinois
60606-6677
Tel 312.360.6000

Brian Nettles
Paralegal
Direct 312.360.6336
Fax 312.360.6596
bnettl@
freebornpeters.com

Chicago

Springfield

Dear Sir or Madam:

BNSF plans on filing with the Surface Transportation Board ("STB") a Notice of Exemption seeking authority to abandon 15.91 miles of railroad line between M.P. 18.09 in Glyndon, Minnesota to M.P. 34.00 in Felton, Minnesota.

As part of the environmental report BNSF needs to know whether or not there are any endangered or threatened species, wildlife sanctuaries or refuges or areas designated as critical habitat adjacent or near the line and if so, what effects the proposed action may have.

The proposed abandonment may require the removal of the track materials such as the rails and ties but the roadbed will be left intact.

For your reference I have enclosed a map of the above referenced railroad line. Please provide this information by January 8, 2004. If you have any questions, or if you would like to discuss this matter further, please do not hesitate to contact me at (312) 360-6336.

Thank you in advance for your cooperation.

Sincerely,



Brian Nettles

/bn
Enclosure

E

Freeborn & Peters LLP

January 20, 2004

Minnesota Department of Natural Resources
Wildlife Division
500 Lafayette Road
St. Paul, MN 55155-4040

**Re: *The Burlington Northern and Santa Fe Railway Company Abandonment
of Glyndon, Minnesota to Felton, Minnesota***

Attorneys at Law

311 South Wacker Drive
Suite 3000
Chicago, Illinois
60606-6677
Tel 312.360.6000

Brian Nettles
Paralegal
Direct 312.360.6336
Fax 312.360.6596
bnettl@
freebornpeters.com

Chicago

Springfield

Dear Sir or Madam:

BNSF plans on filing with the Surface Transportation Board ("STB") a Notice of Exemption seeking authority to abandon 15.91 miles of railroad line between M.P. 18.09 in Glyndon, Minnesota to M.P. 34.00 in Felton, Minnesota.

As part of the environmental report BNSF needs to know whether or not there are any endangered or threatened species, wildlife sanctuaries or refuges or areas designated as critical habitat adjacent or near the line and if so, what effects the proposed action may have.

The proposed abandonment may require the removal of the track materials such as the rails and ties but the roadbed will be left intact.

For your reference I have enclosed a map of the above referenced railroad line. Please provide this information by February 20, 2004. If you have any questions, or if you would like to discuss this matter further, please do not hesitate to contact me at (312) 360-6336.

Thank you in advance for your cooperation.

Sincerely,



Brian Nettles

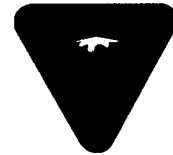
/bn
Enclosure

F

United States Department of the Interior



**Bureau of Land Management
Milwaukee Field Office
626 E. Wisconsin Avenue, Suite 200
Milwaukee, Wisconsin 53202-4617**



IN REPLY REFER TO:
2000 (030)

January 7, 2004

Mr. Brian Nettles
Freeborn & Peters, Attorneys at Law
311 South Wacker Drive, Suite 3000
Chicago, Illinois 60606-6677

Dear Mr. Nettles:

This is in response to your letter of December 8, 2003, to our office concerning the proposal by the Burlington Northern and Santa Fe Railway Company (BNSF) to abandon 15.91 miles of railroad line between M.P. 18.09 in Glyndon, Minnesota to M.P. 34.00 in Felton, Minnesota.

A search of our records shows there are no Federal lands administered by the Bureau of Land Management along the railroad line. However, please be aware that some of the original railroad grants were limited fee rights-of-way and may be subject to the Railroad Right-of-Way Forfeiture and Abandonment Act of March 8, 1922, 43 U.S.C. § 912 (the 1922 Abandonment Act), and the National Trails System Improvement Act of October 4, 1988, Public Law 100-470, 16 U.S.C. § 1248 (c) - (f).

Thank you for giving us the opportunity to comment on this proposal. Our office does not have information on the location of wildlife refuges, state or national parks, state or national forests in the immediate vicinity. You must contact the Fish and Wildlife Service, National Park Service, National Forest Service and State offices to obtain this information. If you require additional information, please contact Marcia Sieckman at (414) 297-4402.

Sincerely,

Chris Hanson
Assistant Field Office Manager
Division of Lands and Renewable Resources

G

7



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Bishop Henry Whipple Federal Building
1 Federal Drive
Fort Snelling, MN 55111-4056

IN REPLY REFER TO:

FWS/NWRS-RE - General
Railroad Abandonments

December 22, 2003

Mr. Brian Nettles
Freeborn & Peters LLP
311 South Wacker Drive
Suite 3000
Chicago, Illinois 60606-6677

Dear Mr. Nettles:

Thank you for the opportunity to comment on the Burlington Northern and Santa Fe Railway Company's proposed abandonment of 15.91 miles of railroad line between M.P. 18.09 in Glyndon, Minnesota, to M.P. 34.00 in Felton, Minnesota.

We have researched our ownership in the vicinity and have determined we do not own any lands or interests in land in the vicinity of the proposed rail line abandonment. We do not have any concerns regarding real estate matters in the abandonment.

Sincerely,

Patrick G. Carroll
Senior Realty Officer
Division of Realty

H

Freeborn & Peters LLP

December 8, 2003

Water Standards Unit
Division Environmental Outcomes
Section Environmental Standards & Analysis
Minnesota Pollution Control Agency
520 Lafayette Road
St. Paul, MN 55155-4194

**Re: *The Burlington Northern and Santa Fe Railway Company Abandonment
of Glyndon, Minnesota to Felton, Minnesota***

Attorneys at Law

311 South Wacker Drive
Suite 3000
Chicago, Illinois
60606-6677
Tel 312.360.6000

Brian Nettles
Paralegal
Direct 312.360.6336
Fax 312.360.6596
bnettl@
freebornpeters.com

Chicago

Springfield

Dear Sir or Madam:

BNSF plans on filing with the Surface Transportation Board ("STB") a Notice of Exemption seeking authority to abandon 15.91 miles of railroad line between M.P. 18.09 in Glyndon, Minnesota to M.P. 34.00 in Felton, Minnesota.

As part of the environmental report BNSF needs to know whether or not this action will be consistent, with Federal, State or local water quality standards. Also, please state whether or not Section 402 and/or NPDES permits are required as a result of the proposed abandonment.

The proposed abandonment may require the removal of the track materials such as the rails and ties but the roadbed will be left intact. No placement of dredge or fill material in any inland waterways is anticipated to result from abandonment and/or salvage.

For your reference I have enclosed a map of the above referenced railroad line. If you have any questions, or if you would like to discuss this matter further, please do not hesitate to contact me at (312) 360-6336.

Thank you in advance for your cooperation.

Sincerely,



Brian Nettles

/bn
Enclosure

Freeborn & Peters LLP

December 8, 2003

Minnesota Pollution Control Agency
Construction Storm Water Program
520 Lafayette Road North
St. Paul, MN 55155-4194

**Re: *The Burlington Northern and Santa Fe Railway Company Abandonment
of Glyndon, Minnesota to Felton, Minnesota***

Dear Sir or Madam:

Attorneys at Law

311 South Wacker Drive
Suite 3000
Chicago, Illinois
60606-6677
Tel 312.360.6000

Brian Nettles
Paralegal
Direct 312.360.6336
Fax 312.360.6596
bnettl@
freebornpeters.com

Chicago

Springfield

BNSF plans on filing with the Surface Transportation Board ("STB") a Notice of Exemption seeking authority to abandon 15.91 miles of railroad line between M.P. 18.09 in Glyndon, Minnesota to M.P. 34.00 in Felton, Minnesota.

As part of the environmental report BNSF needs to know whether or not this action will be consistent, with Federal, State or local water quality standards. Also, please state whether or not Section 402 and/or NPDES permits are required as a result of the proposed abandonment.

The proposed abandonment may require the removal of the track materials such as the rails and ties but the roadbed will be left intact. No placement of dredge or fill material in any inland waterways is anticipated to result from abandonment and/or salvage.

For your reference I have enclosed a map of the above referenced railroad line. If you have any questions, or if you would like to discuss this matter further, please do not hesitate to contact me at (312) 360-6336.

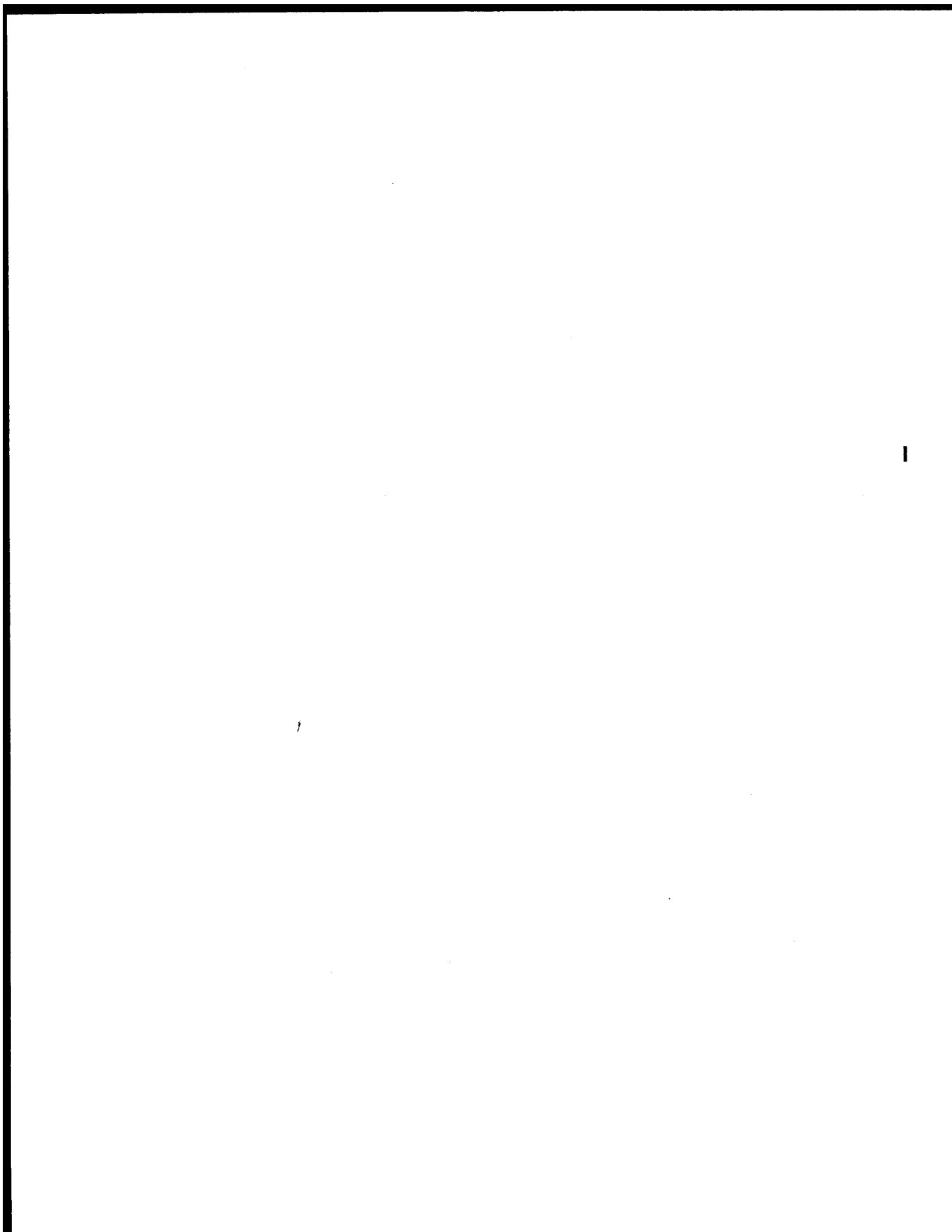
Thank you in advance for your cooperation.

Sincerely,



Brian Nettles

/bn
Enclosure





DEPARTMENT OF THE ARMY

**ST. PAUL DISTRICT, CORPS OF ENGINEERS
190 FIFTH STREET EAST
ST. PAUL, MN 55101-1638**

January 9, 2004

REPLY TO
ATTENTION OF:

Construction-Operations
Regulatory (04-01950-JKA)

Mr. Brian Nettles
Freeborn & Peters LLP
311 South Wacker Drive
Chicago, Illinois 60606-6677

Dear Mr. Nettles:

We have reviewed information about a project of Burlington Northern and Santa Fe Railway Company to abandon 15.91 miles of railroad line between M.P. 18.09 in Glyndon, MN and M.P. 34.00 in Felton, MN. Track materials such as the rails and ties would be removed with the roadbed left intact. No dredge or fill material would be placed in any inland waterways. The project site is in various section of the following townships and ranges Clay County, MN: T. 139N., R. 47W., T. 140N., R. 47W., T. 140N., R. 46W., T. 141N., R. 46W., and T. 142N., R. 46W.

The work proposed at the locations stated is not within the regulatory jurisdiction of the Corps of Engineers. No work will be done in a navigable water of the United States, and no dredged or fill material will be discharged in any water of the United States, including wetlands. Therefore, a Department of the Army permit is not required to do this work.

This letter is valid only for the project referenced above. If any change in design, location, or purpose is contemplated, contact this office to avoid doing work that may be in violation of Federal law. PLEASE NOTE THAT THIS CONFIRMATION LETTER DOES NOT ELIMINATE THE NEED FOR STATE, LOCAL, OR OTHER AUTHORIZATIONS, SUCH AS THOSE OF THE DEPARTMENT OF NATURAL RESOURCES OR COUNTY.

The decision regarding this action is based on information found in the administrative record which documents the District's decision-making process, the basis for the decision, and the final decision.

If you have any questions, contact Jon K. Ahlness in our St. Paul office at (651) 290-5381. In any correspondence or inquiries, please refer to the Regulatory number shown above.

Sincerely,

For Robert J. Whiting
Robert J. Whiting
Chief, Regulatory Branch

J

Freeborn & Peters LLP

December 8, 2003

Darrel Grande
Emergency Management Director
Clay County Emergency Management
Clay County Courthouse - 3rd Floor
807 11th Street North
Moorhead, MN 56560

**Re: *The Burlington Northern and Santa Fe Railway Company Abandonment
of Glyndon, Minnesota to Felton, Minnesota***

Attorneys at Law

311 South Wacker Drive
Suite 3000
Chicago, Illinois
60606-6677
Tel 312.360.6000

Brian Nettles
Paralegal

Direct 312.360.6336
Fax 312.360.6596
bnettl@
freebornpeters.com

Dear Mr. Grande:

BNSF plans on filing with the Surface Transportation Board ("STB") a Notice of Exemption seeking authority to abandon 15.91 miles of railroad line between M.P. 18.09 in Glyndon, Minnesota to M.P. 34.00 in Felton, Minnesota.

As part of the environmental report BNSF needs to know if the proposed abandonment will affect any 100-year floodplains. If so, please furnish 8 & ½ by 11 black and white maps in the area of each designated floodplain if they are available.

The proposed abandonment may require the removal of the track materials such as the rails and ties but the roadbed will be left intact.

For your reference I have enclosed a map of the above referenced railroad line. Please provide this information by January 8, 2004. If you have any questions, or if you would like to discuss this matter further, please do not hesitate to contact me at (312) 360-6336.

Thank you in advance for your cooperation.

Sincerely,



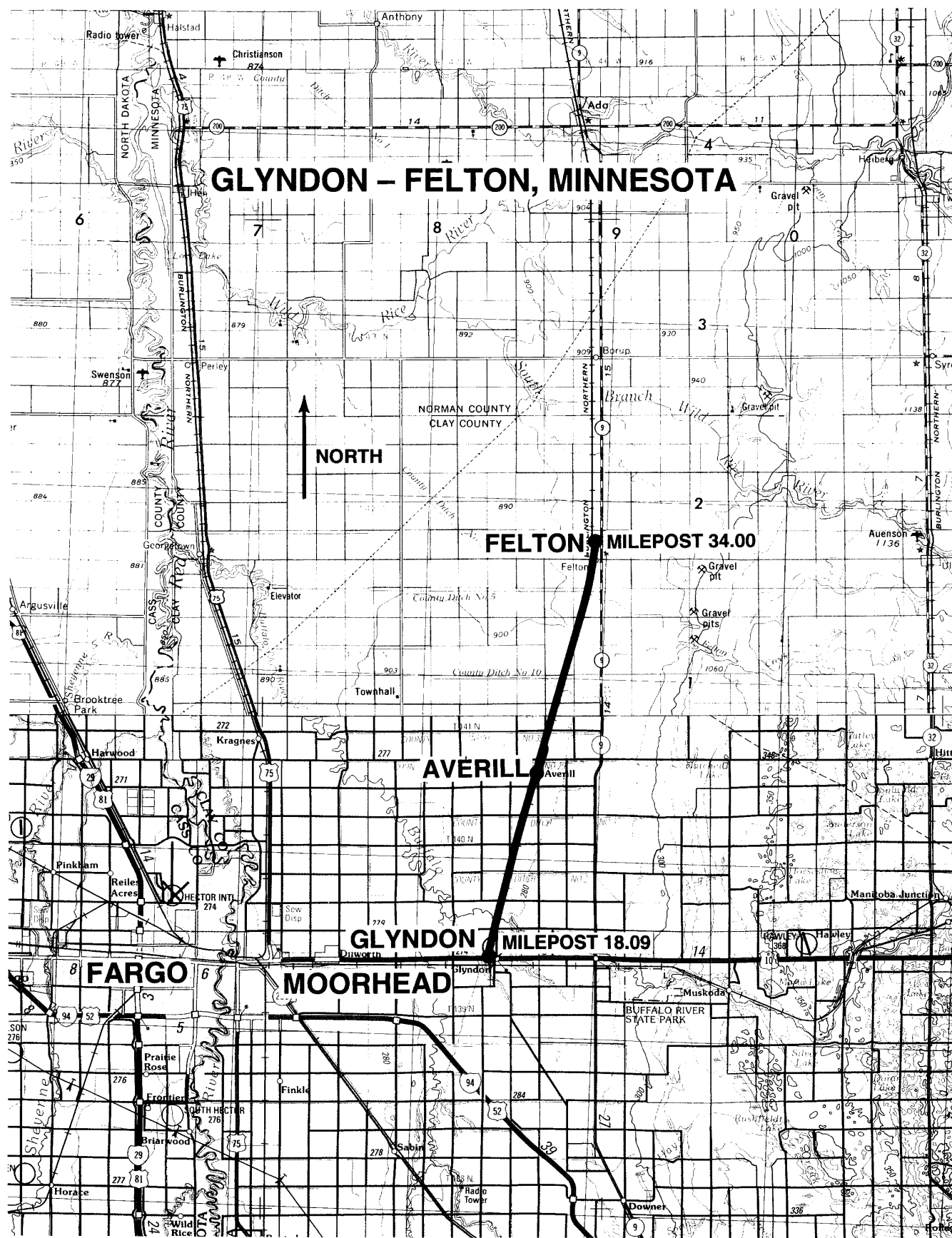
Brian Nettles

/bn
Enclosure

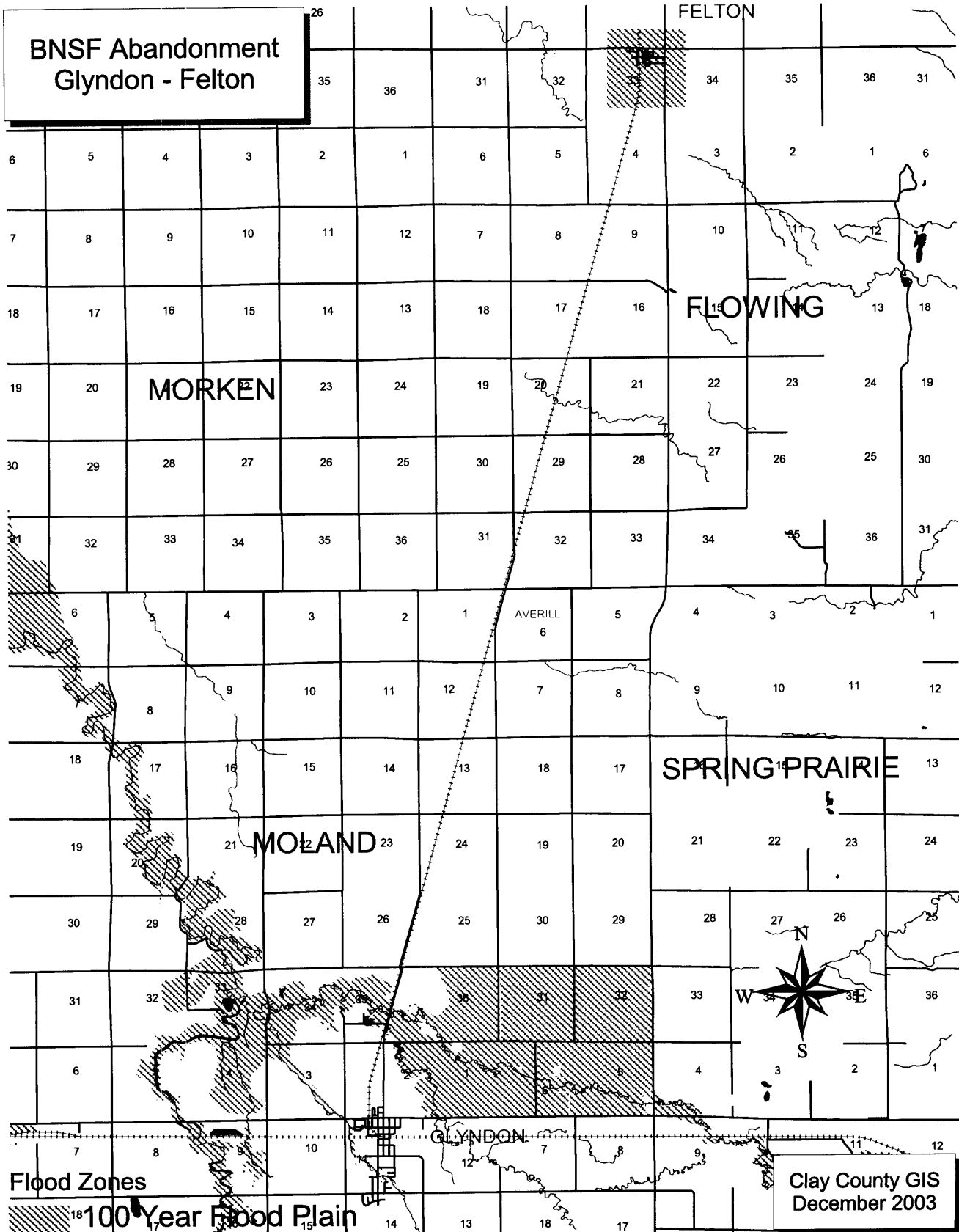
Chicago

Springfield

GLYNDON - FELTON, MINNESOTA



BNSF Abandonment Glyndon - Felton

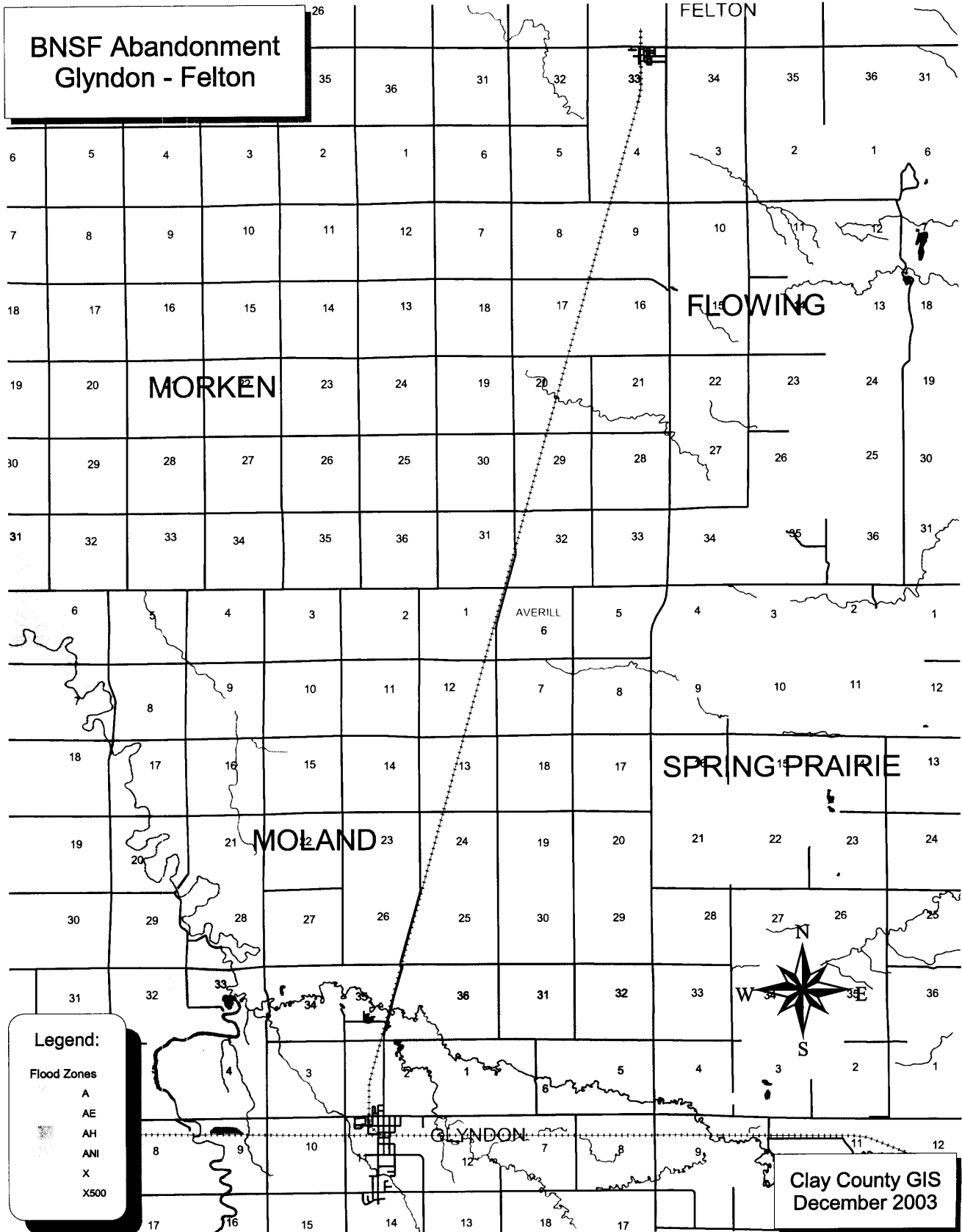


Flood Zones

100 Year Flood Plain

Clay County GIS
December 2003

BNSF Abandonment Glyndon - Felton



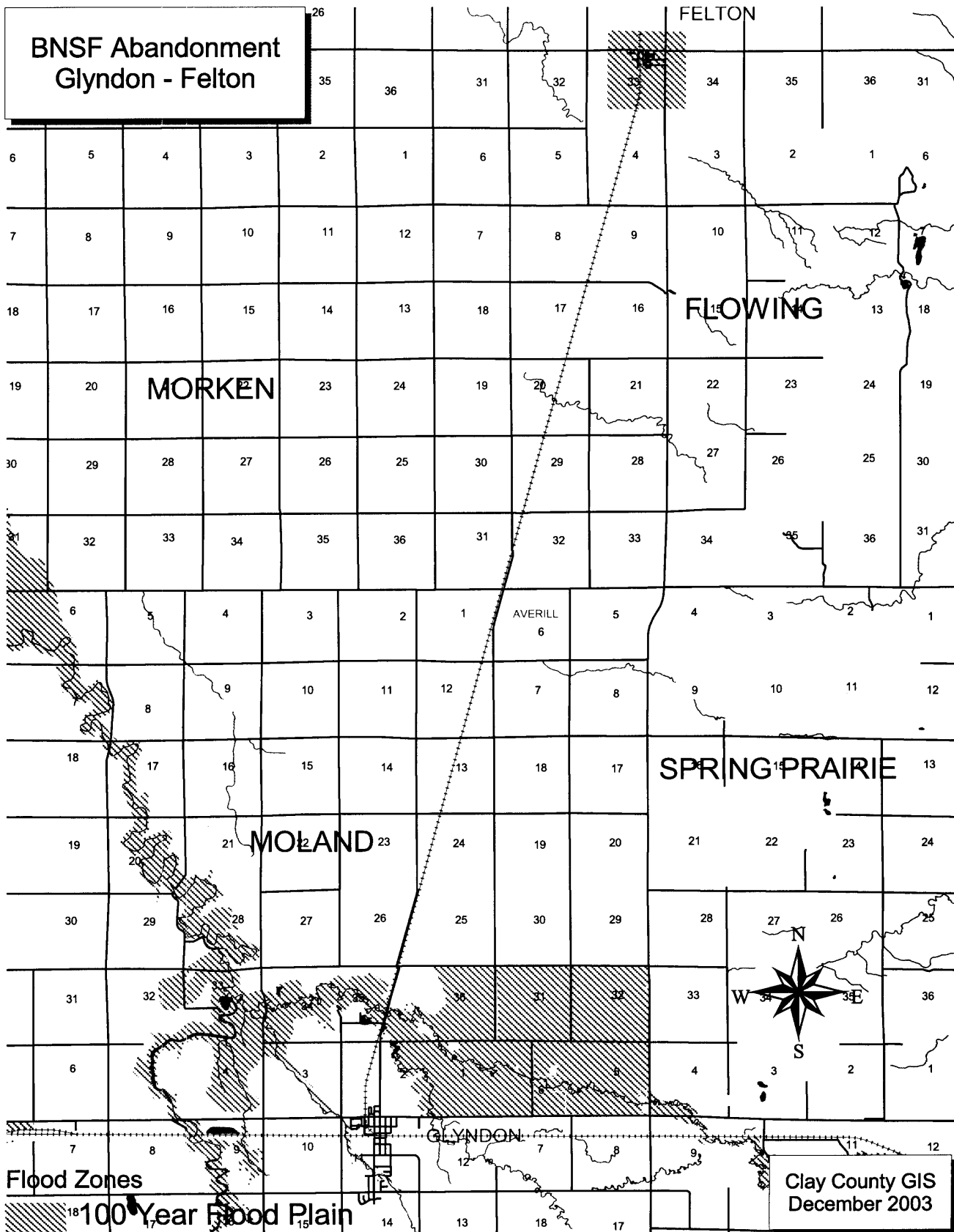
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Flood Zones

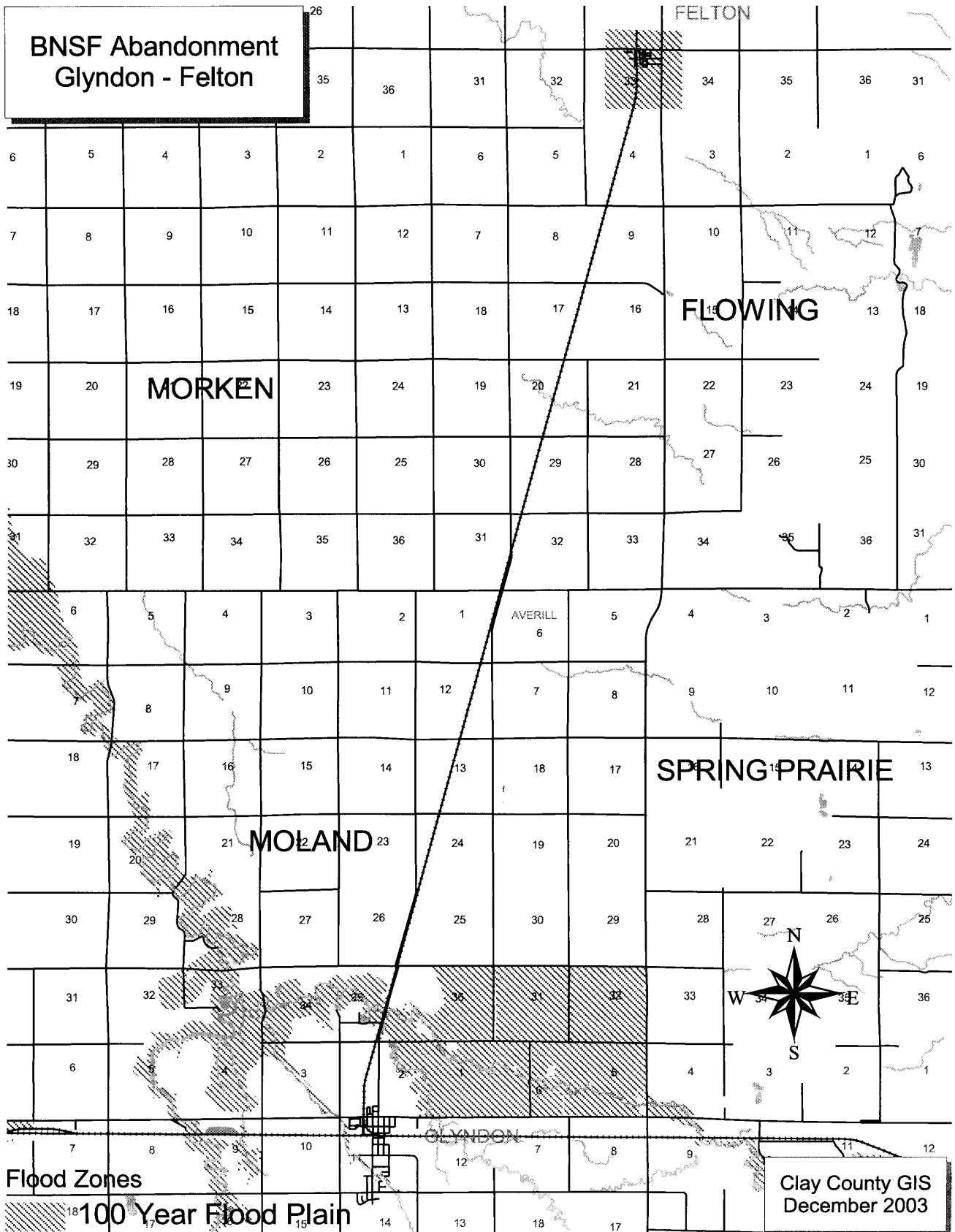
- A
- AE
- AH
- ANI
- X
- X500

Clay County GIS
December 2003

**BNSF Abandonment
Glyndon - Felton**



**BNSF Abandonment
Glyndon - Felton**

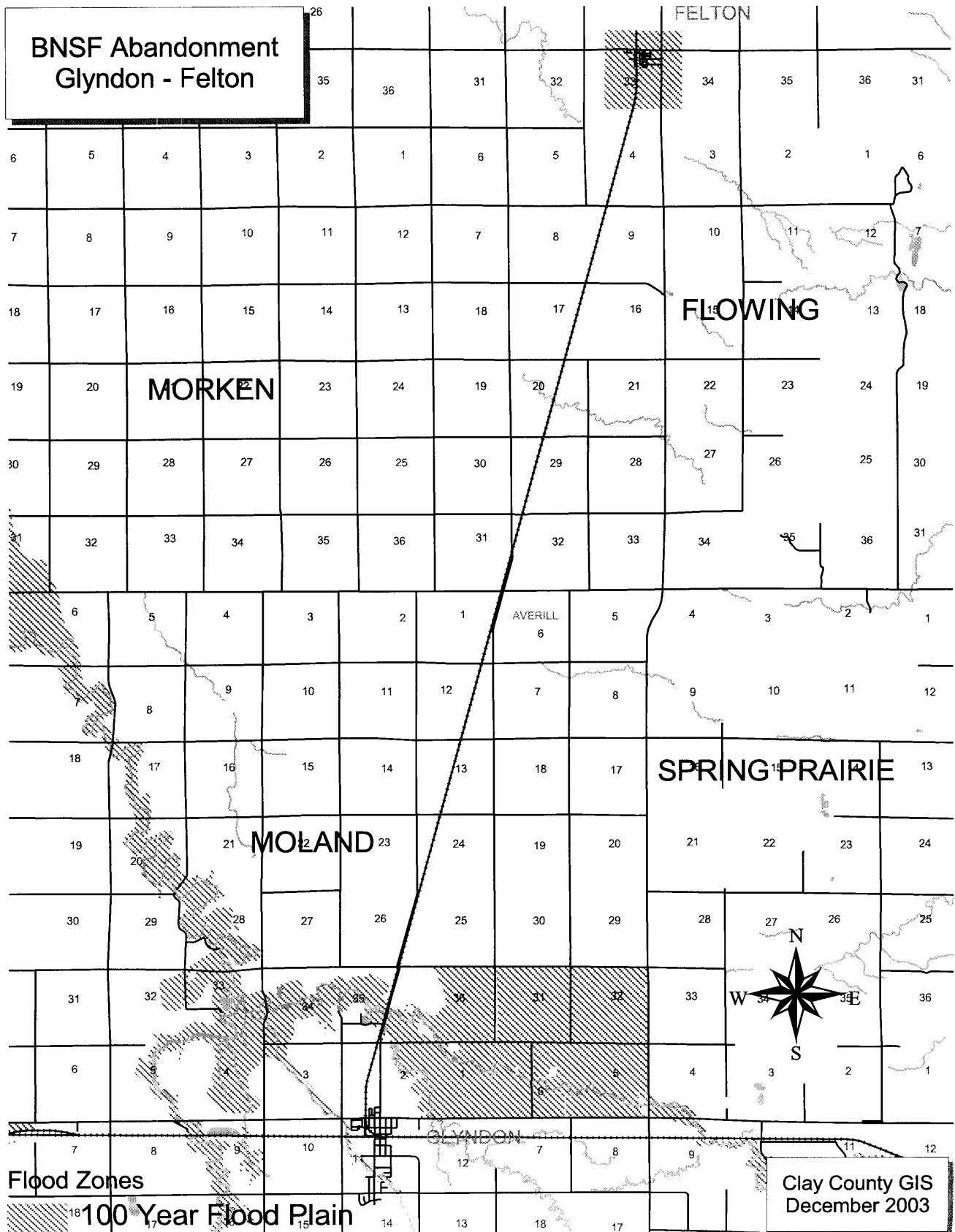


Flood Zones

100 Year Flood Plain

**Clay County GIS
December 2003**

**BNSF Abandonment
Glyndon - Felton**



Flood Zones

100 Year Flood Plain

**Clay County GIS
December 2003**

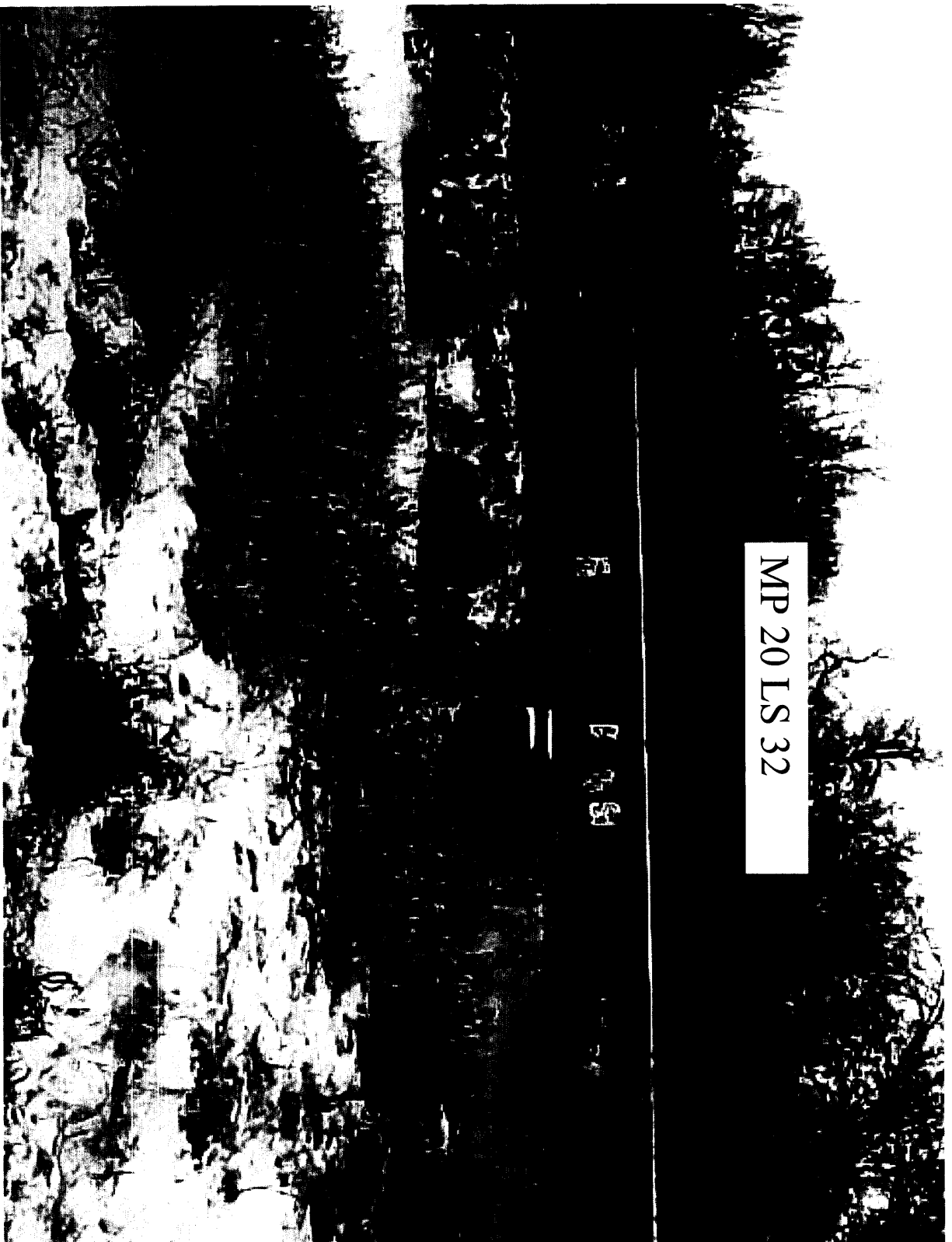
K

Abandonment Documentation (M.P. 18.09 to M.P. 34.00)

List of Bridges

Bridge:	20.00	Built: 1917	Length:	286'	Height:	20'	Description: Deck Plate Girder	Obstacle: Water
Bridge:	21.00	Built: 1943	Length:	41'	Height:	6'	Description: Open Deck Pile Trestle	Obstacle: Ditch
Bridge:	21.80	Built: 1948	Length:	55'	Height:	6'	Description: Open Deck Pile Trestle	Obstacle: Ditch
Bridge:	22.70	Built: 1948	Length:	26'	Height:	8'	Description: Open Deck Pile Trestle	Obstacle: Ditch
Bridge:	23.50	Built: 1947	Length:	55'	Height:	7'	Description: Open Deck Pile Trestle	Obstacle: Ditch
Bridge:	23.60	Built: 1942	Length:	41'	Height:	6'	Description: Open Deck Pile Trestle	Obstacle: Ditch
Bridge:	23.90	Built: 1942	Length:	55'	Height:	9'	Description: Open Deck Pile Trestle	Obstacle: Ditch
Bridge:	24.70	Built: 1942	Length:	42'	Height:	8'	Description: Open Deck Pile Trestle	Obstacle: Ditch
Bridge:	24.80	Built: 1948	Length:	27'	Height:	8'	Description: Open Deck Pile Trestle	Obstacle: Ditch
Bridge:	25.70	Built: 1948	Length:	40'	Height:	7'	Description: Open Deck Pile Trestle	Obstacle: Ditch
Bridge:	26.40	Built: 1928	Length:	32'	Height:	8'	Description: RCT	Obstacle: Ditch
Bridge:	26.70	Built: 1948	Length:	54'	Height:	12'	Description: Open Deck Pile Trestle	Obstacle: Ditch
Bridge:	27.90	Built: 1948	Length:	41'	Height:	5'	Description: Open Deck Pile Trestle	Obstacle: Ditch
Bridge:	28.30	Built: 1948	Length:	28'	Height:	6'	Description: Open Deck Pile Trestle	Obstacle: Ditch
Bridge:	28.50	Built: 1929	Length:	39'	Height:	5'	Description: Ballast Deck Pile Trestle	Obstacle: Ditch
Bridge:	28.80	Built: 1944	Length:	41'	Height:	10'	Description: Open Deck Pile Trestle	Obstacle: Ditch
Bridge:	29.50	Built: 1949	Length:	27'	Height:	5'	Description: Open Deck Pile Trestle	Obstacle: Ditch
Bridge:	31.00	Built: 1947	Length:	41'	Height:	5'	Description: Open Deck Pile Trestle	Obstacle: Ditch
Bridge:	31.50	Built: 1954	Length:	42'	Height:	6'	Description: Open Deck Pile Trestle	Obstacle: Ditch
Bridge:	32.00	Built: 1926	Length:	48'	Height:	8'	Description: RCT	Obstacle: Ditch

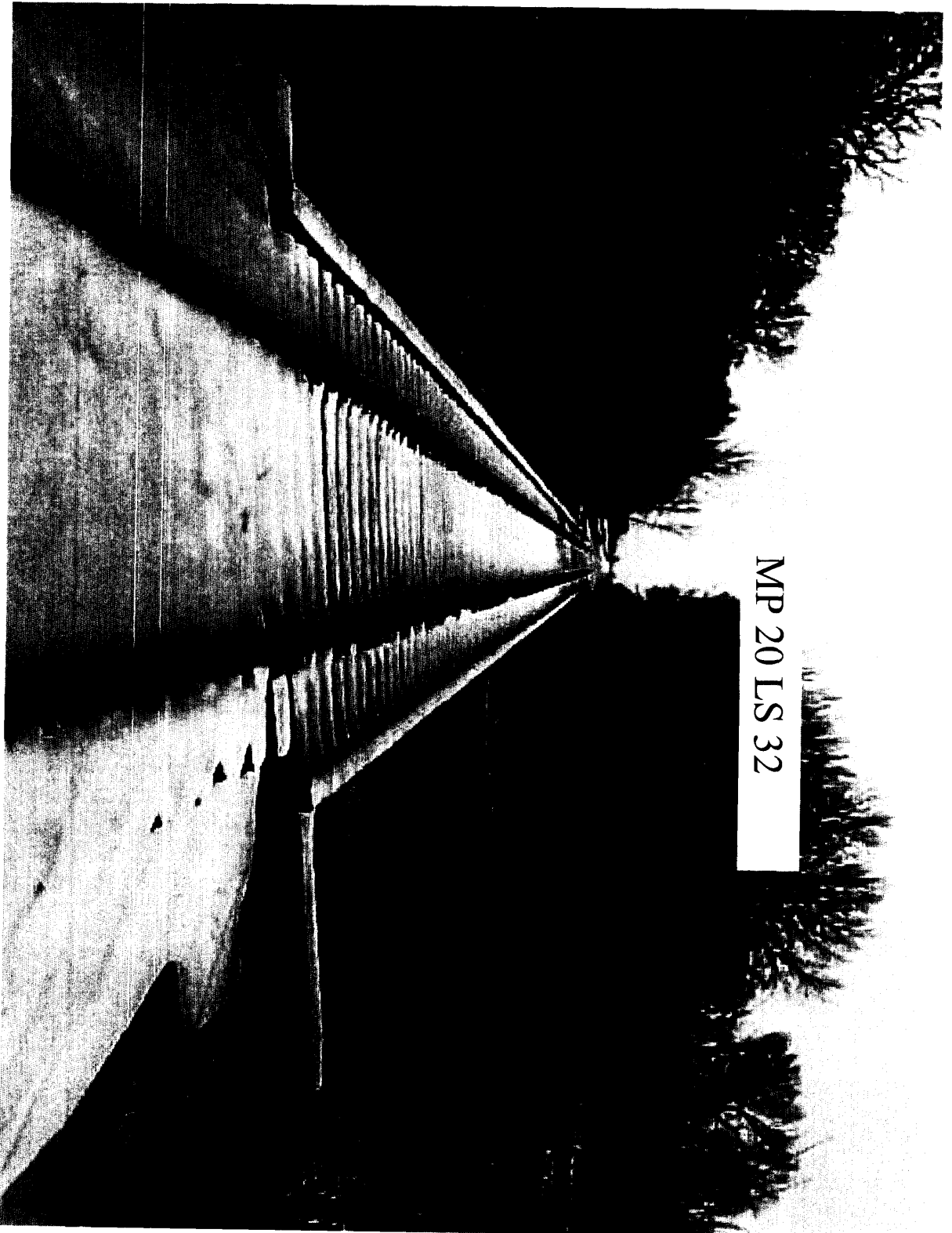
MP 20 LS 32



MP 20 LS 32



MP 20 LS 32



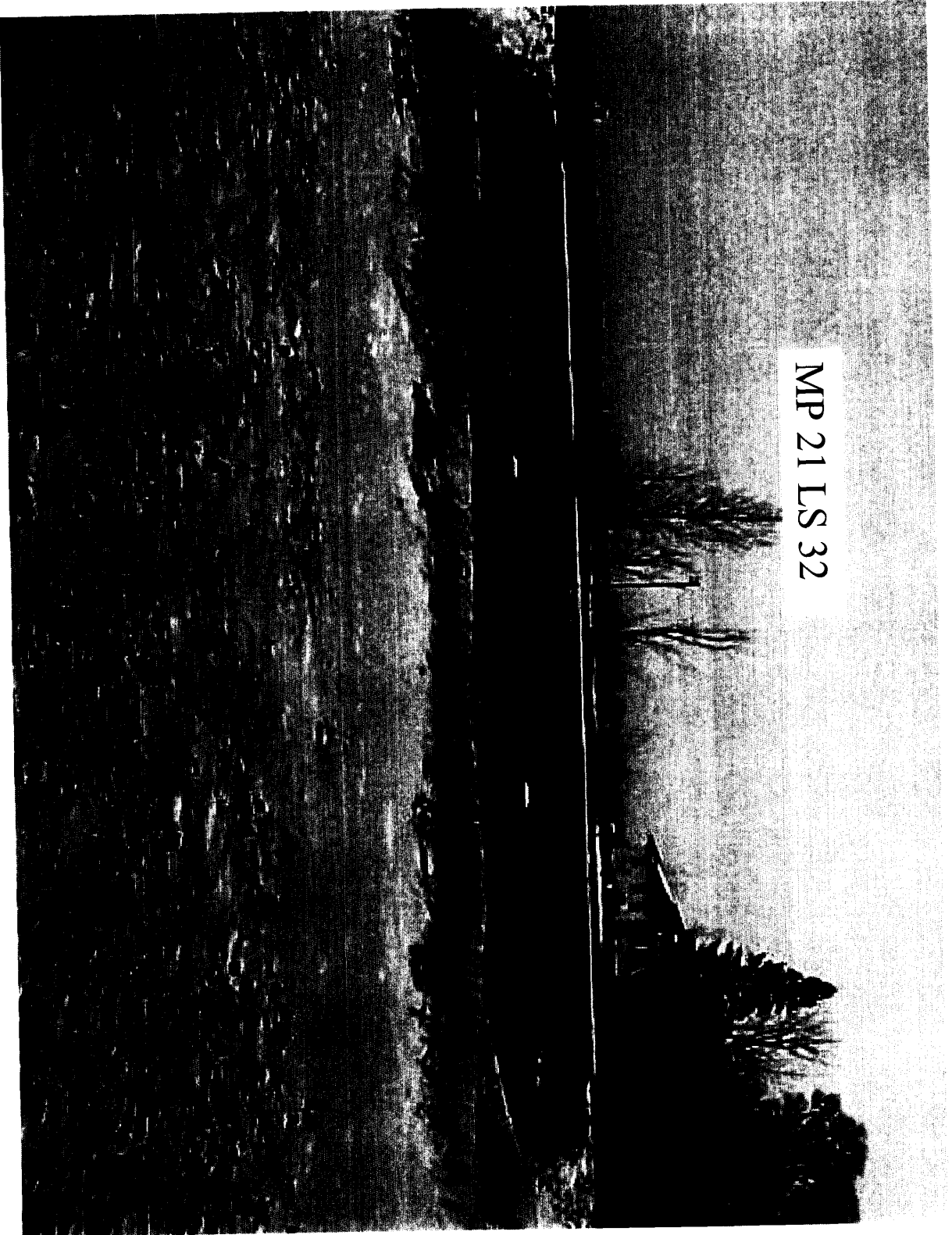


MP 20 LS 32

MP 20 LS 32



MP 21 LS 32



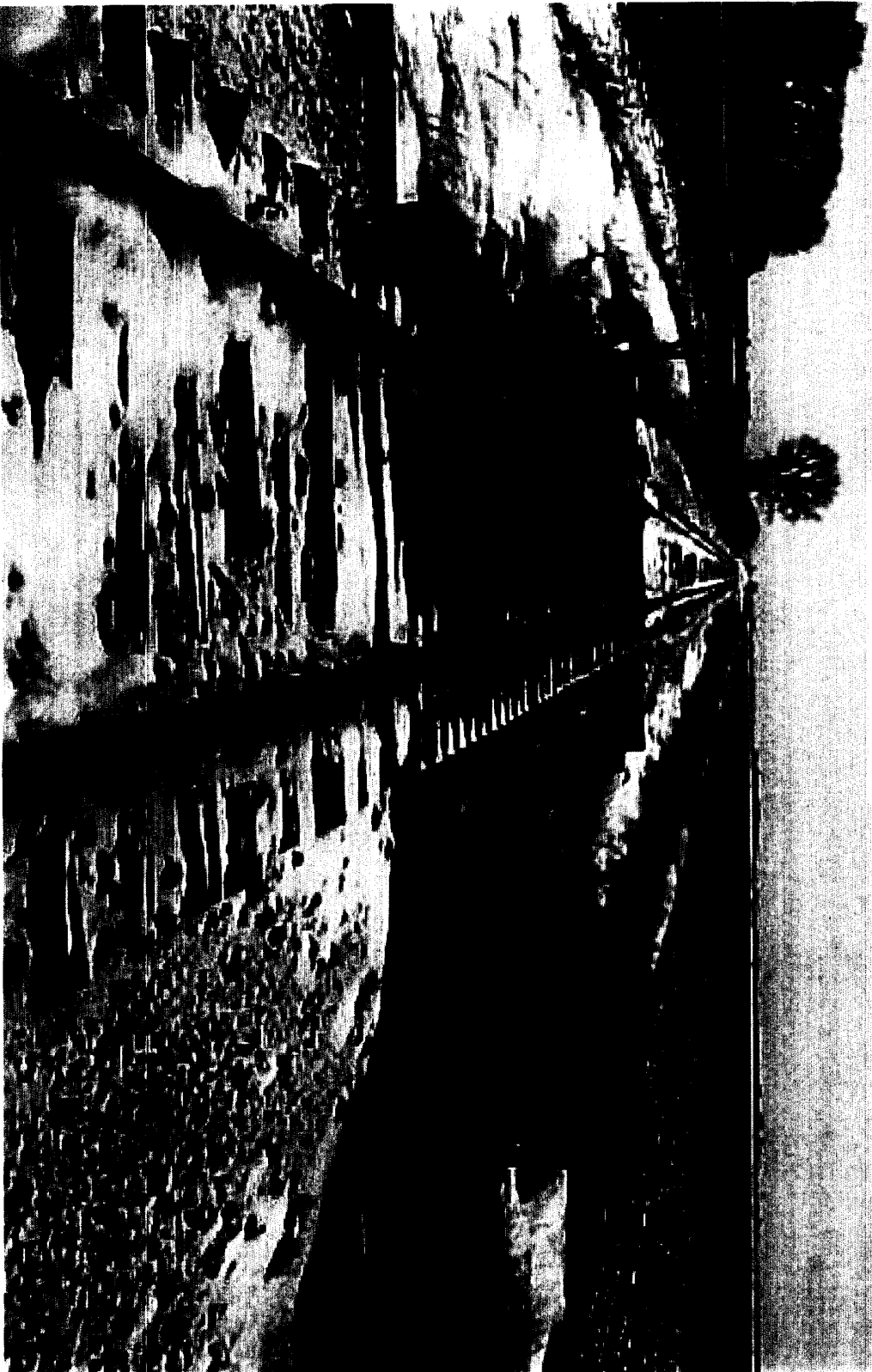
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MP 21 LS 32



MP 21.8 LS 32

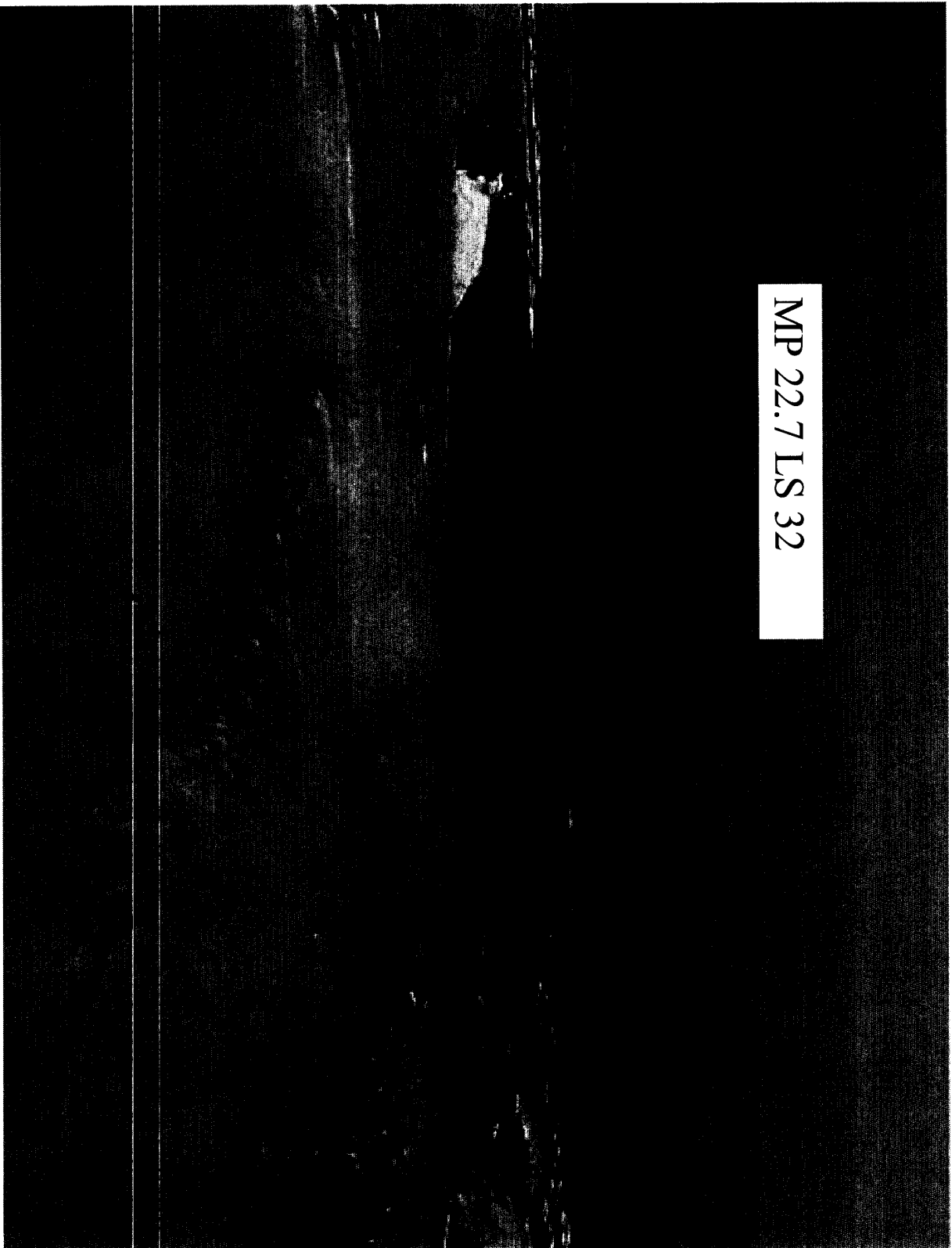


MP 21.8 LS 32

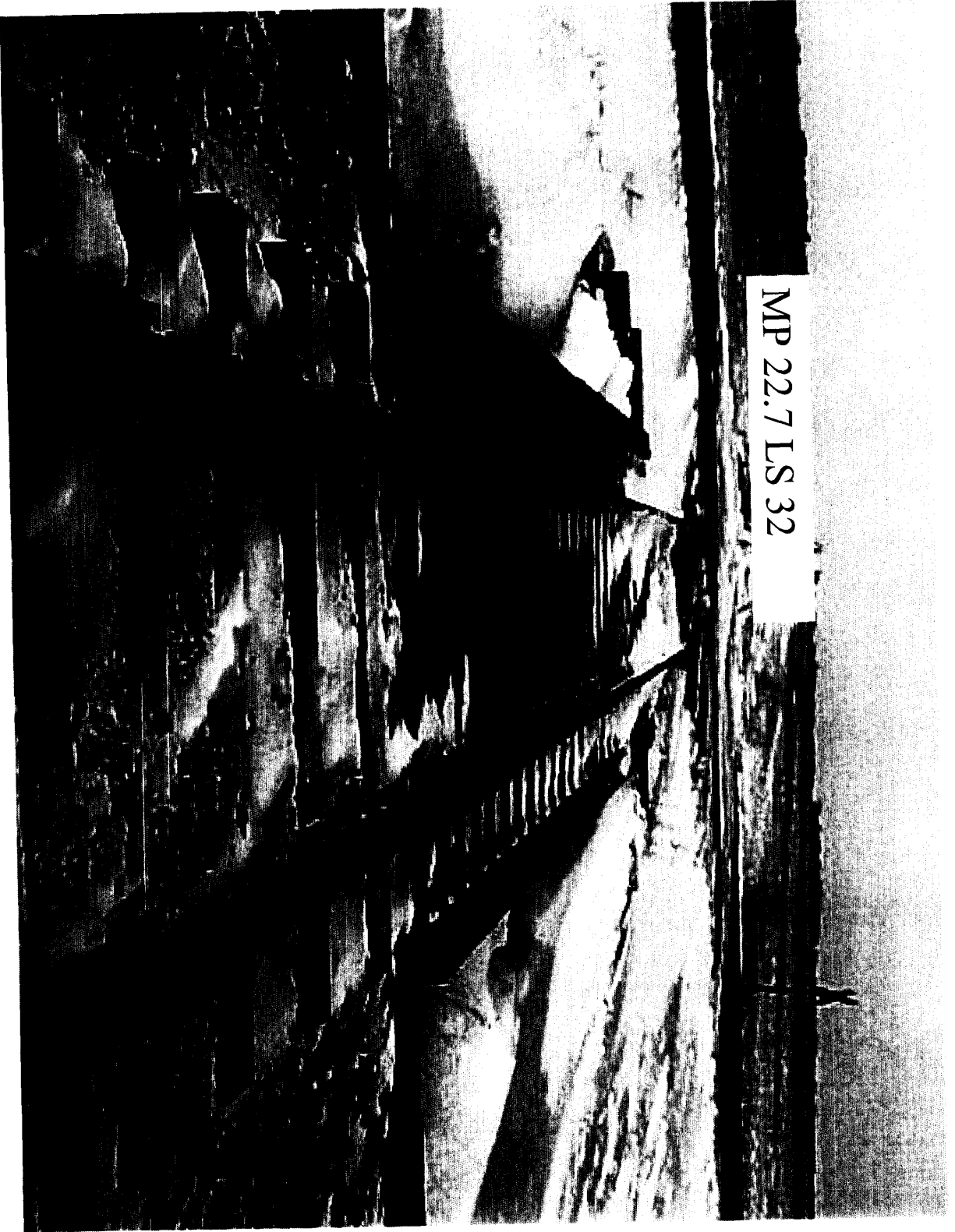
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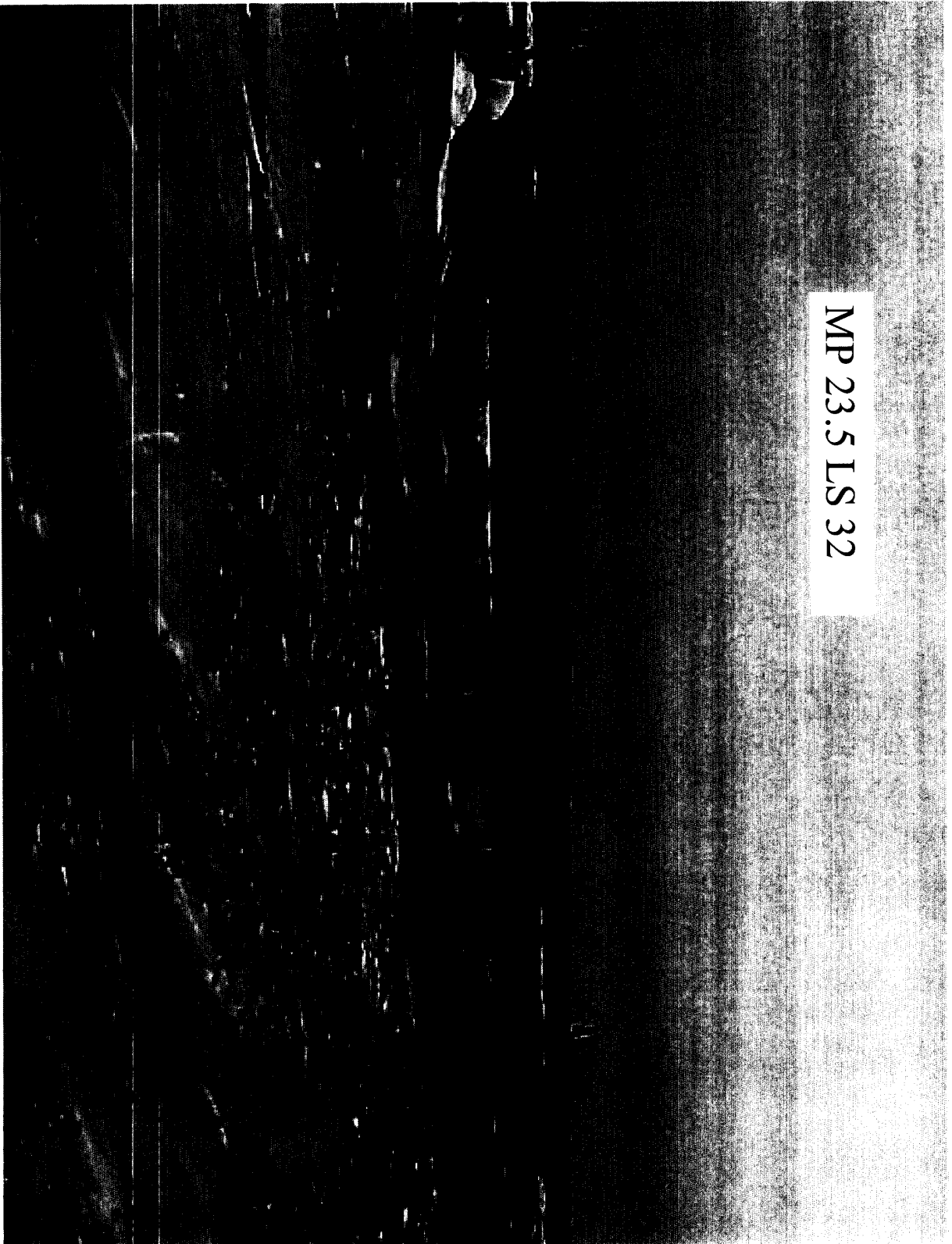
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MP 22.7 LS 32



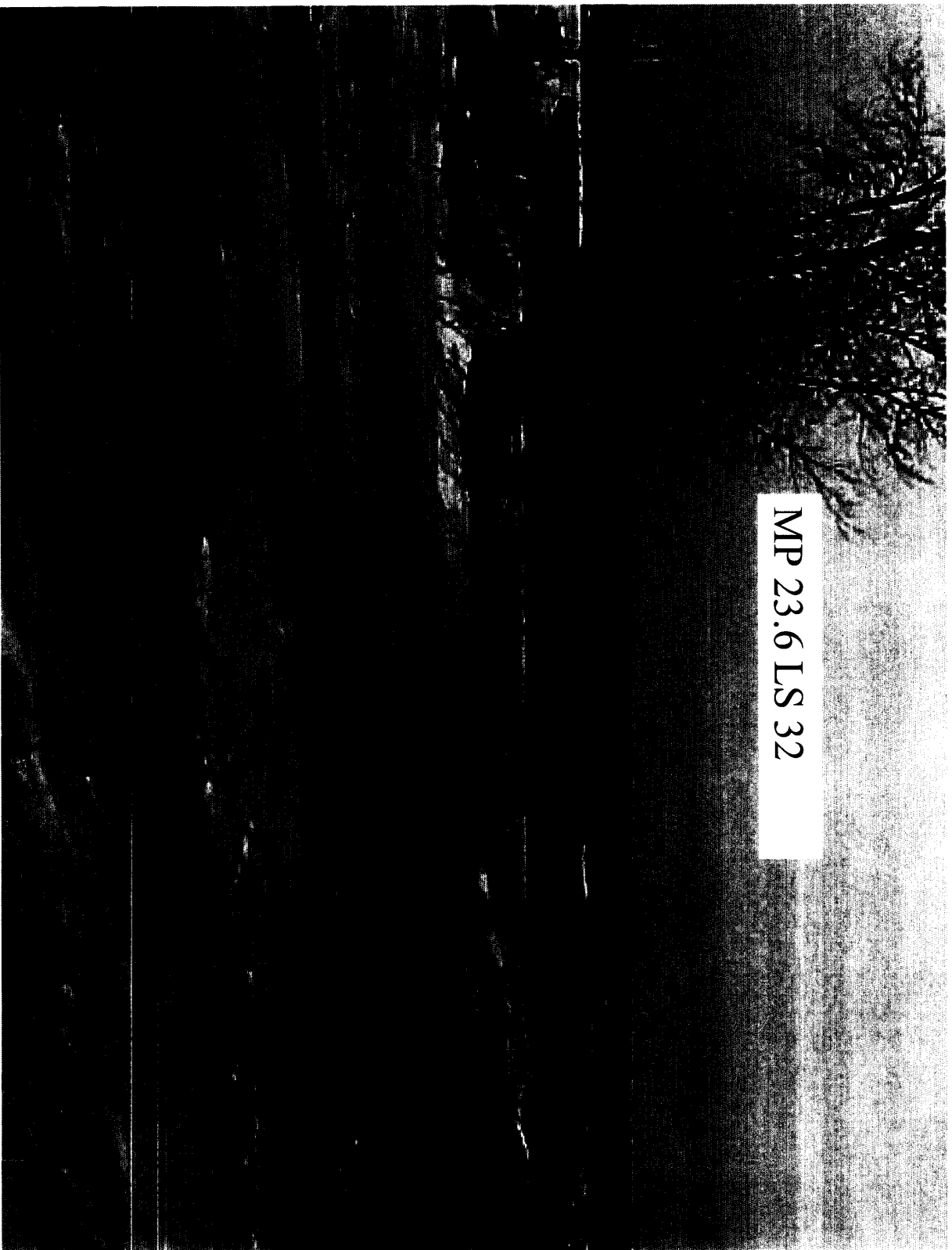
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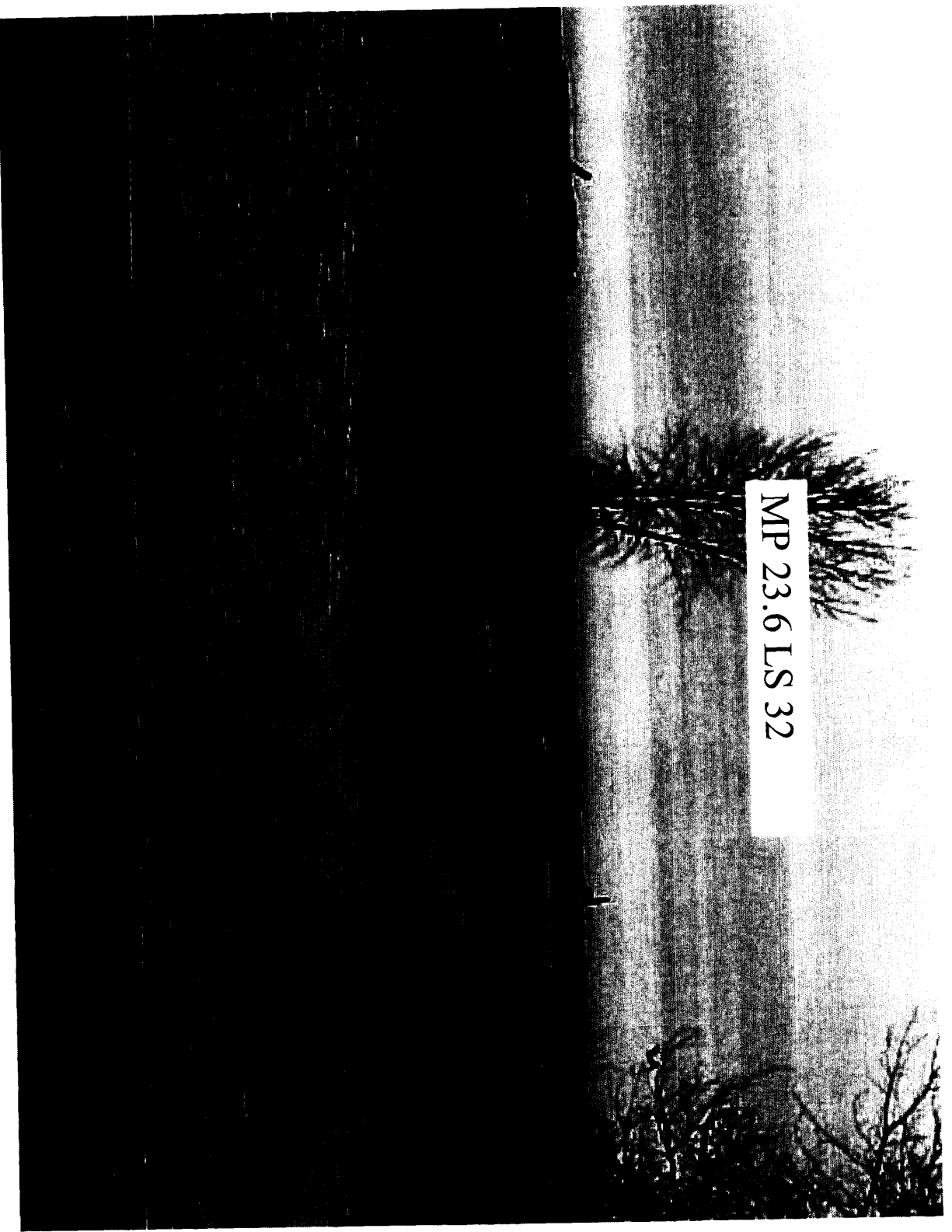
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MP 23.6 LS 32



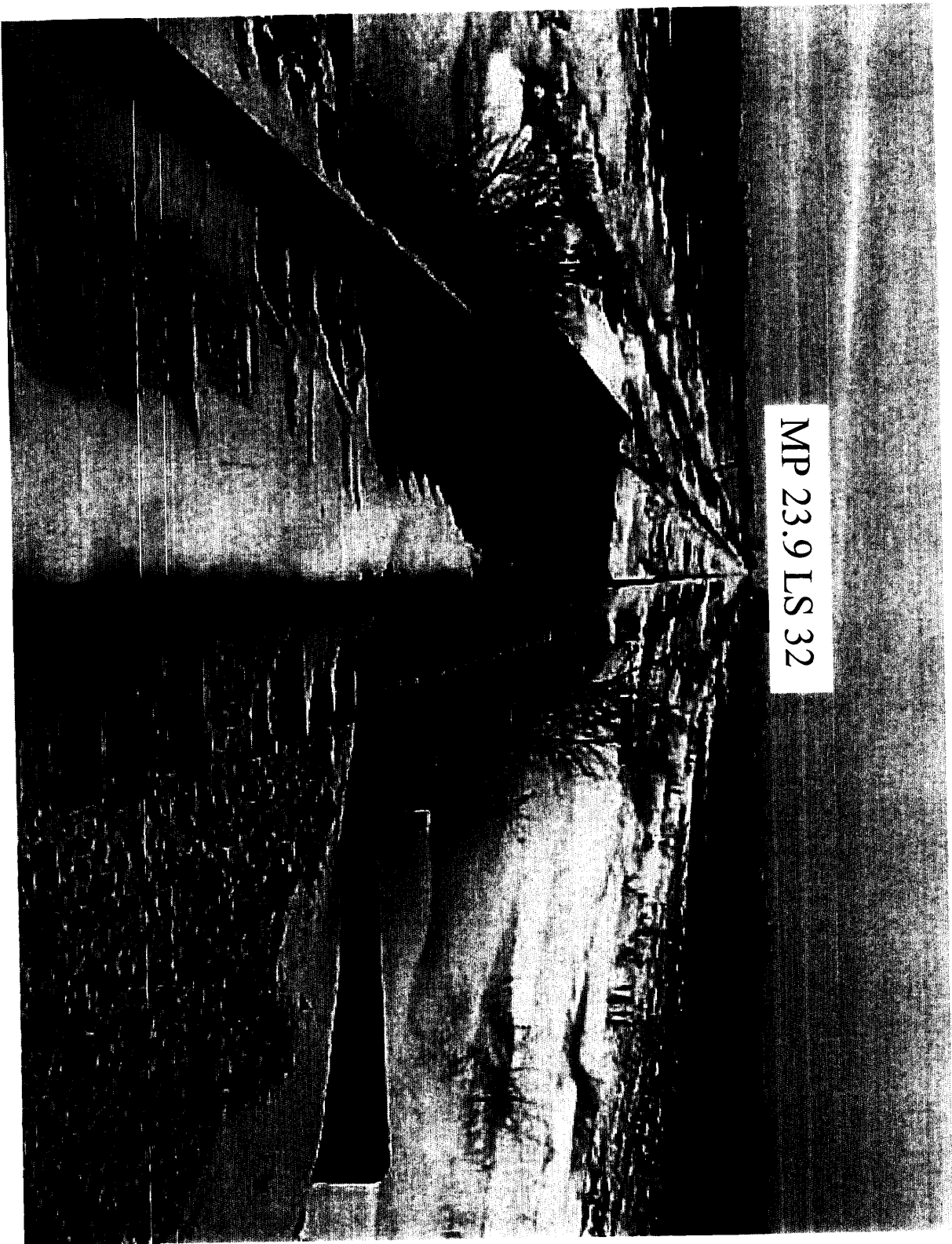
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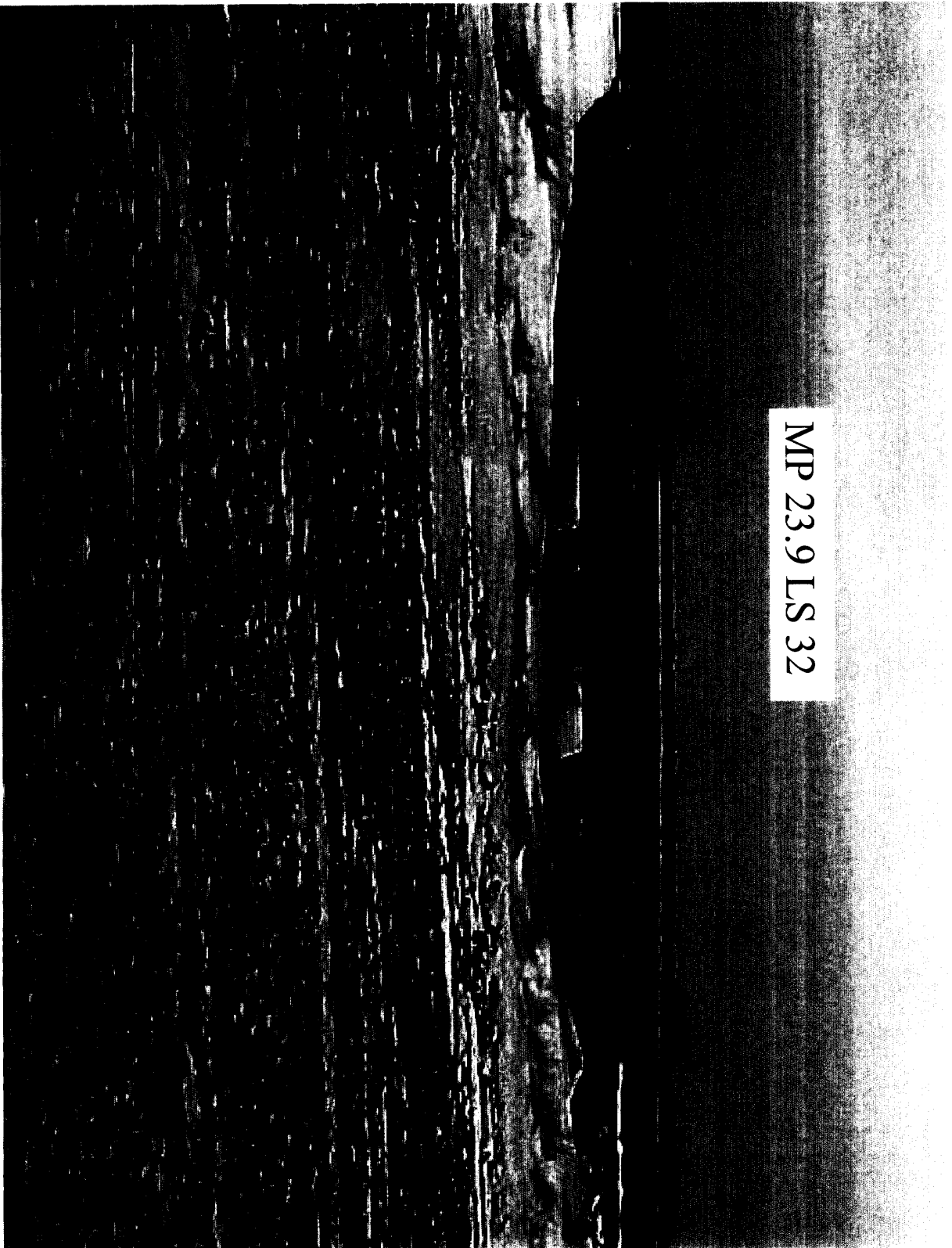
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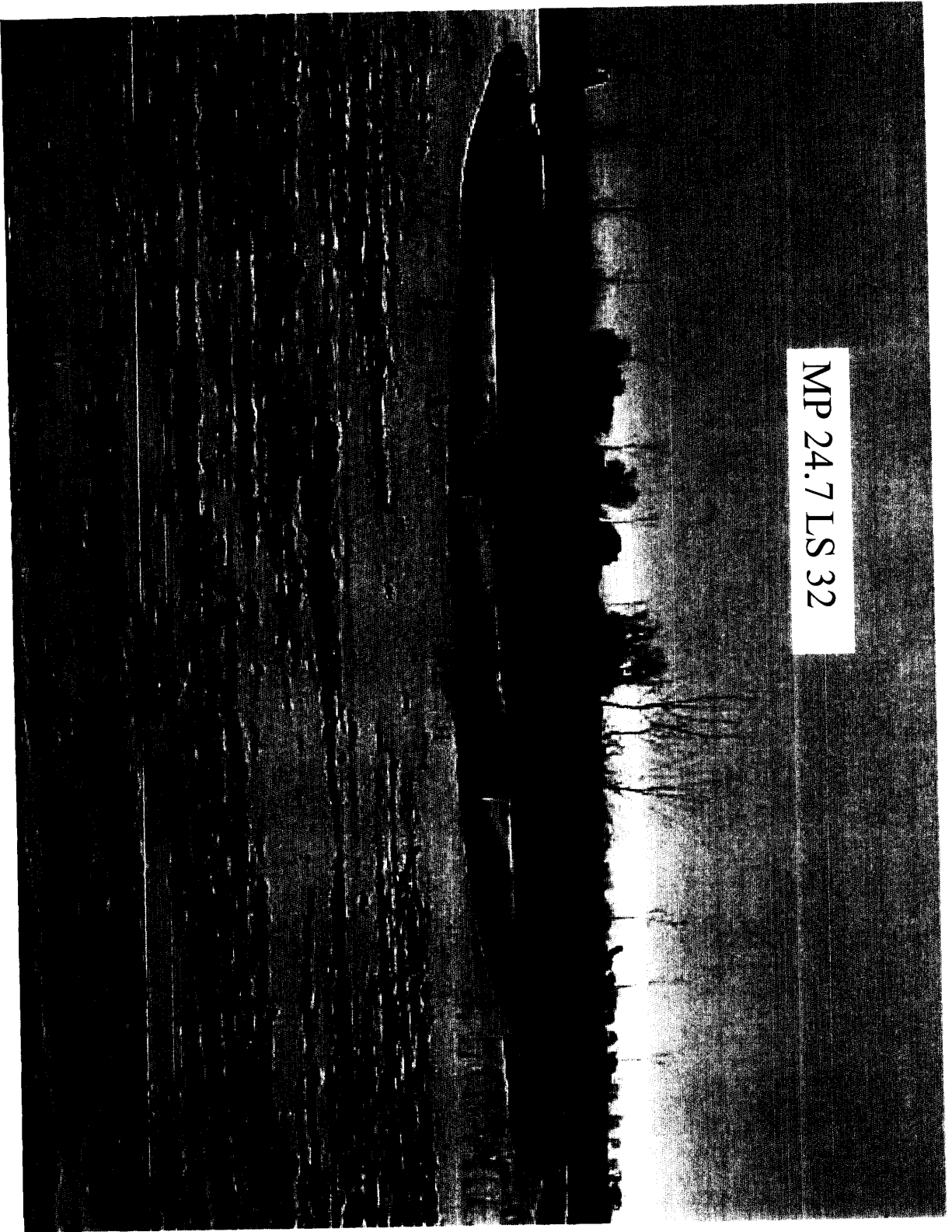
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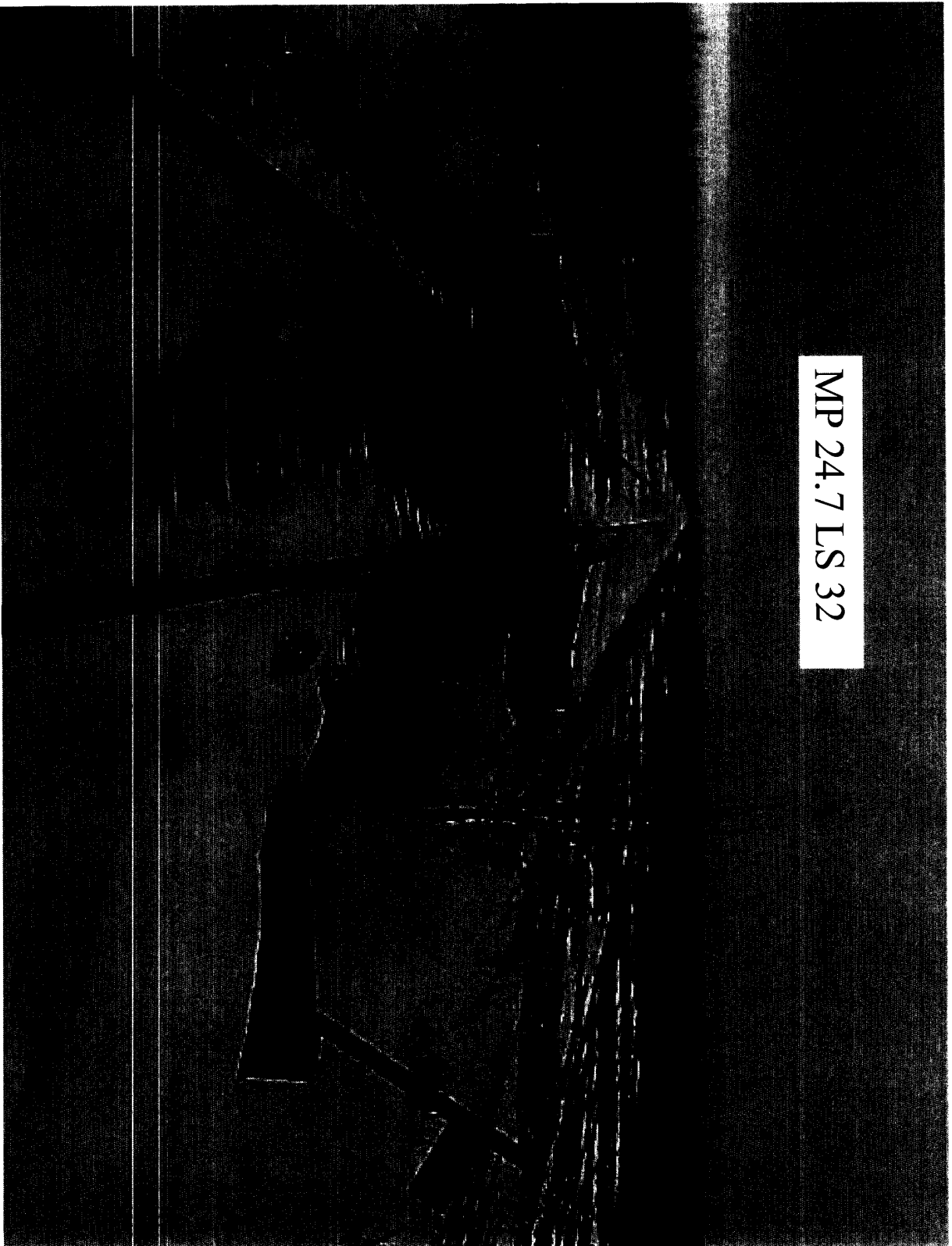
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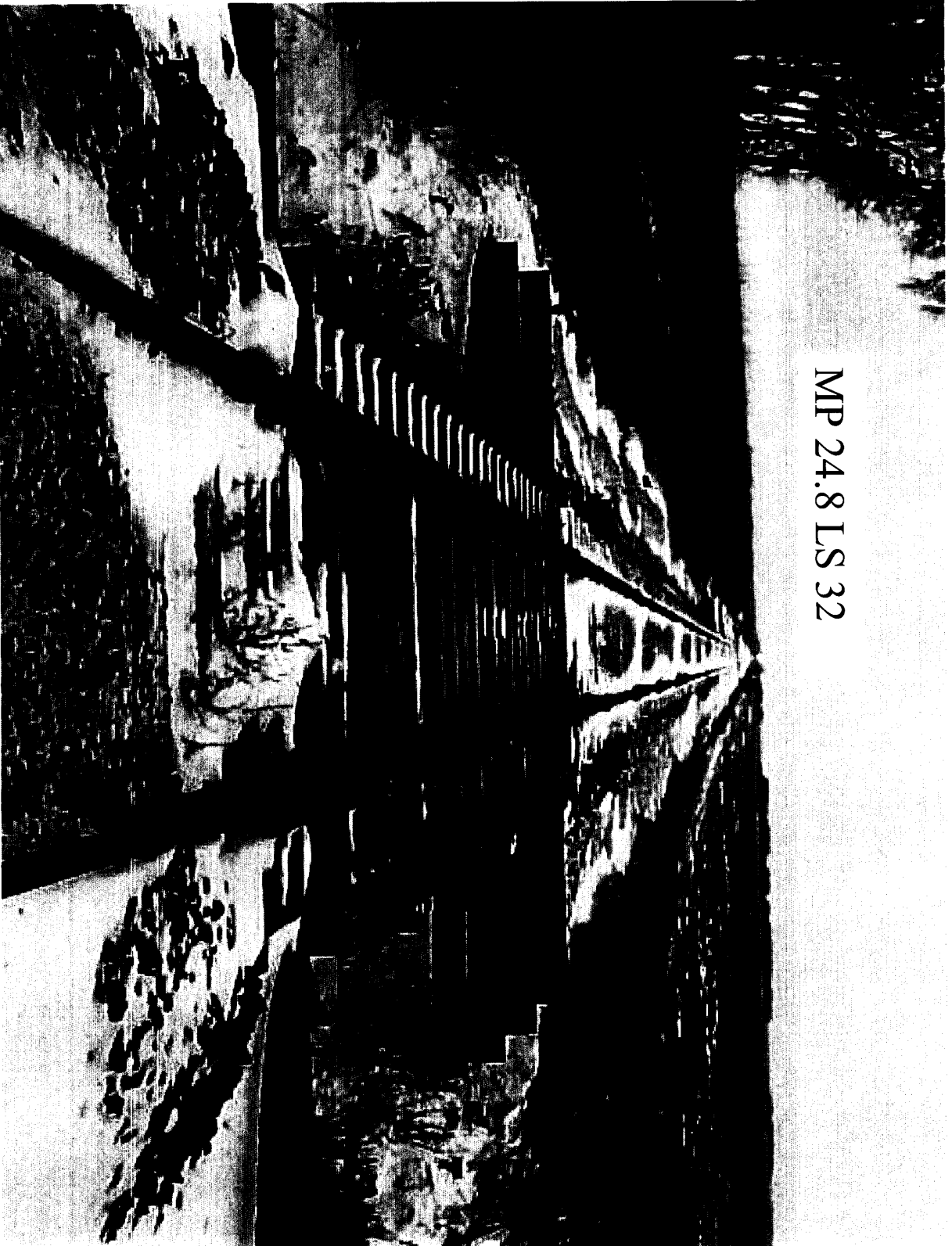
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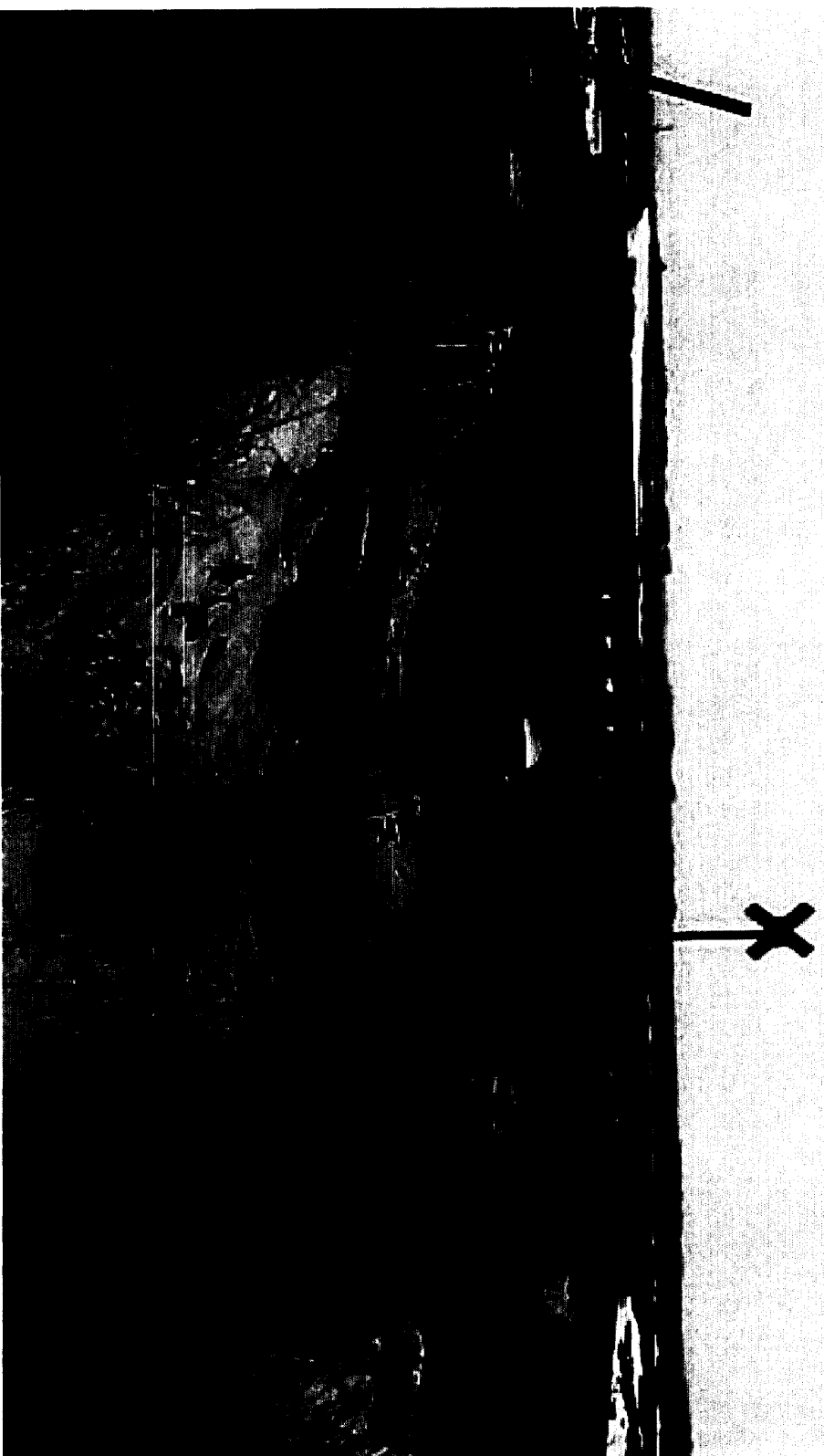
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MP 24.8 LS 32



MP 24.8 LS 32



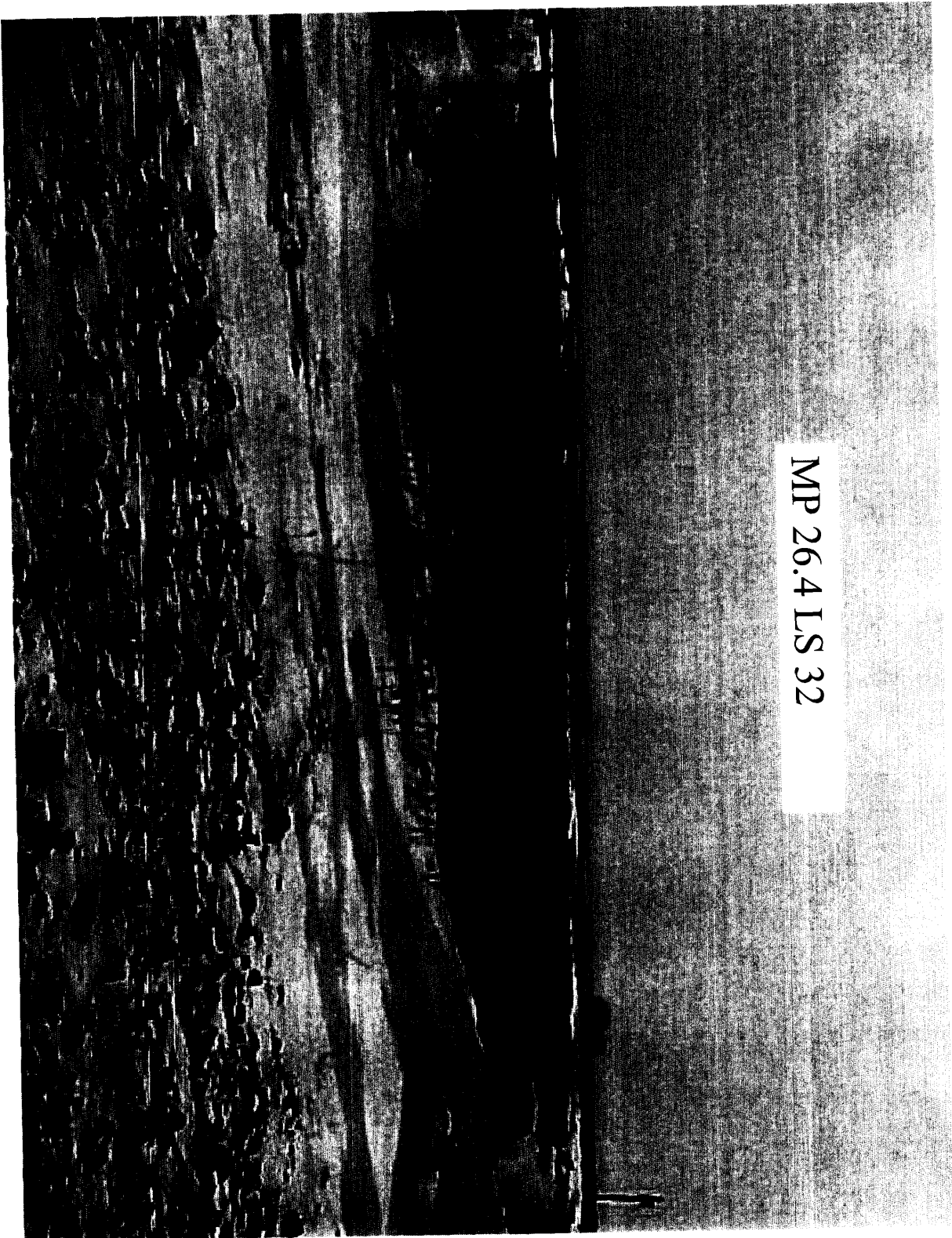
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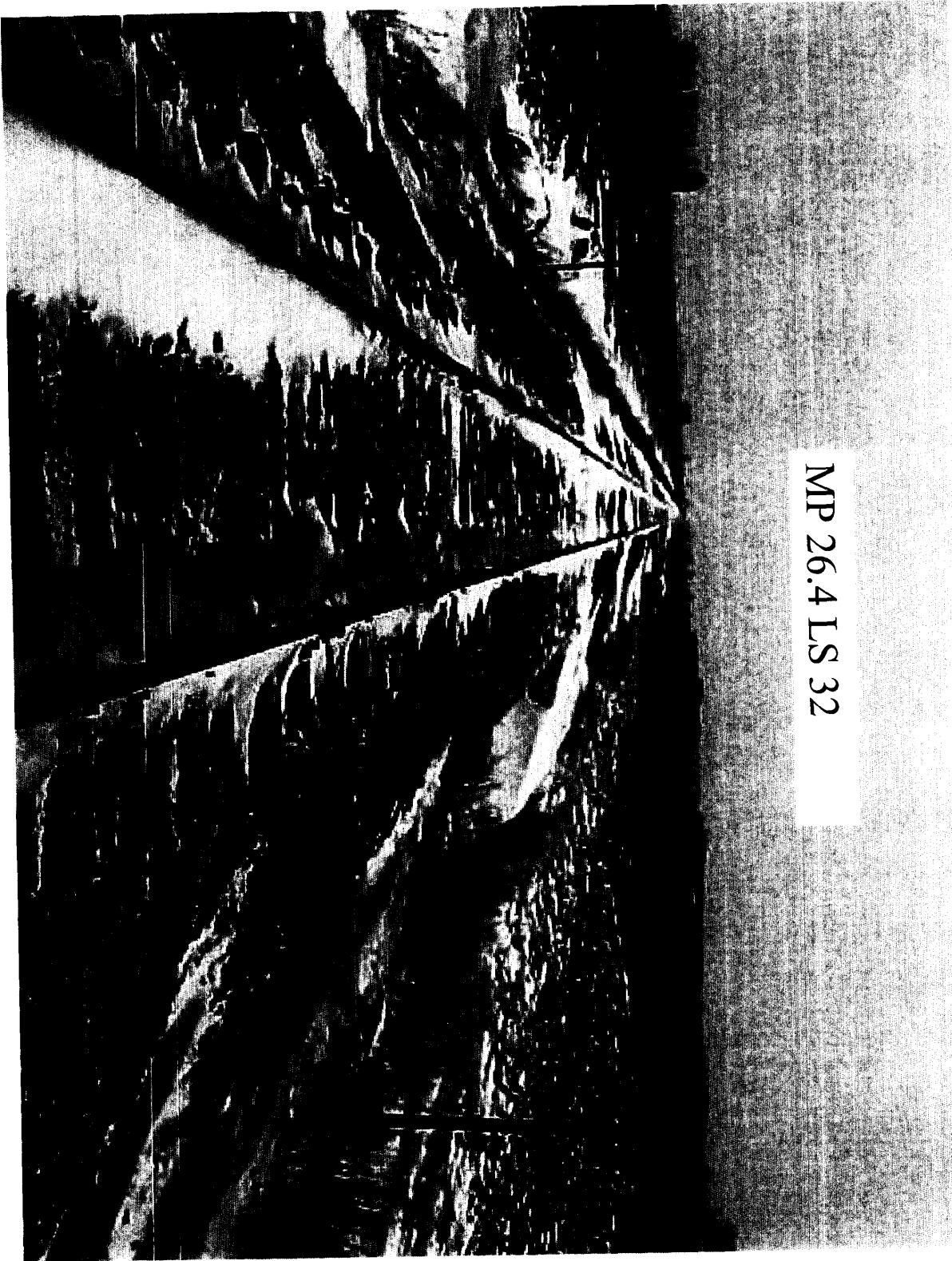
MP 25.7 LS 32



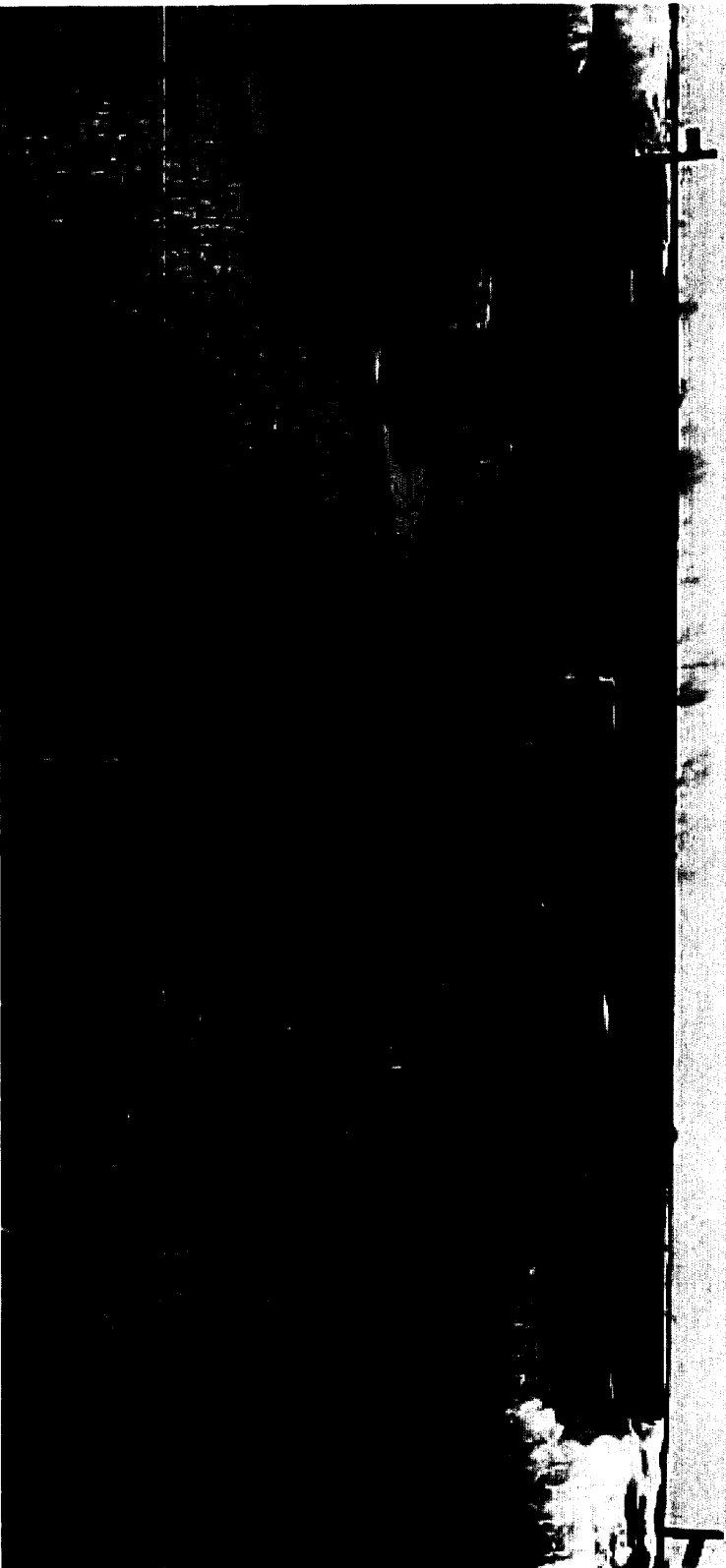
MP 26.4 LS 32



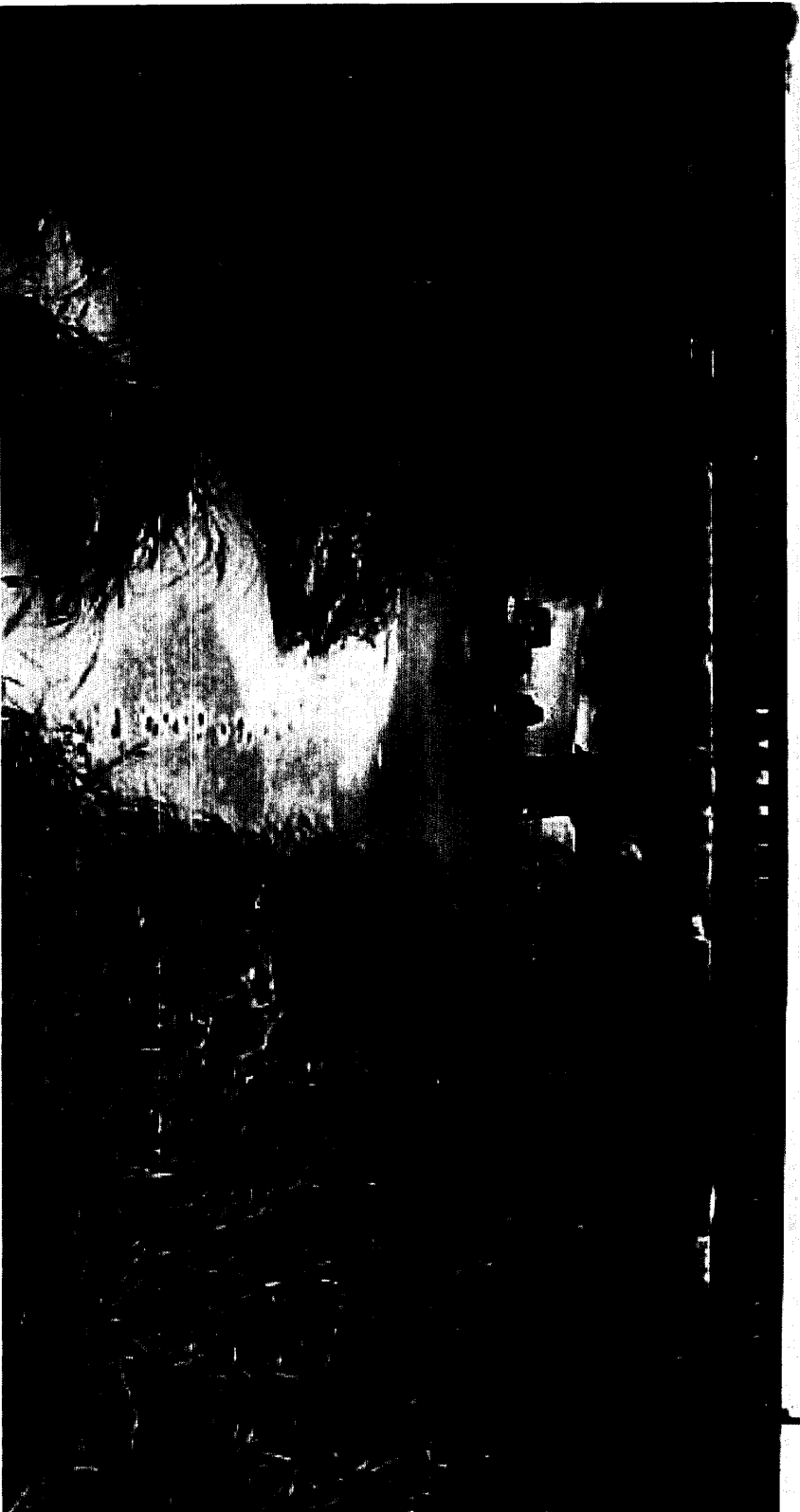
MP 26.4 LS 32



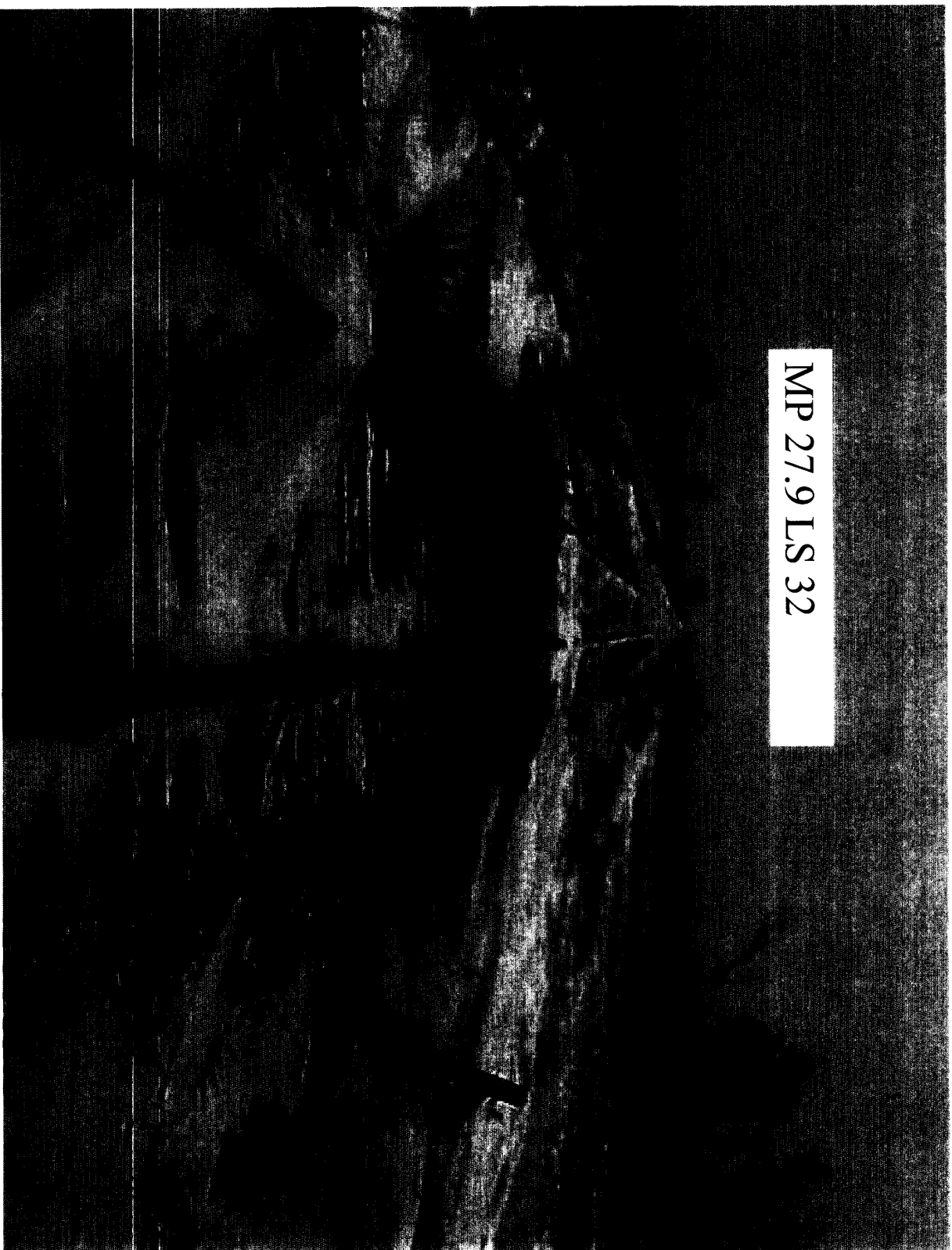
MP 26.7 LS 32



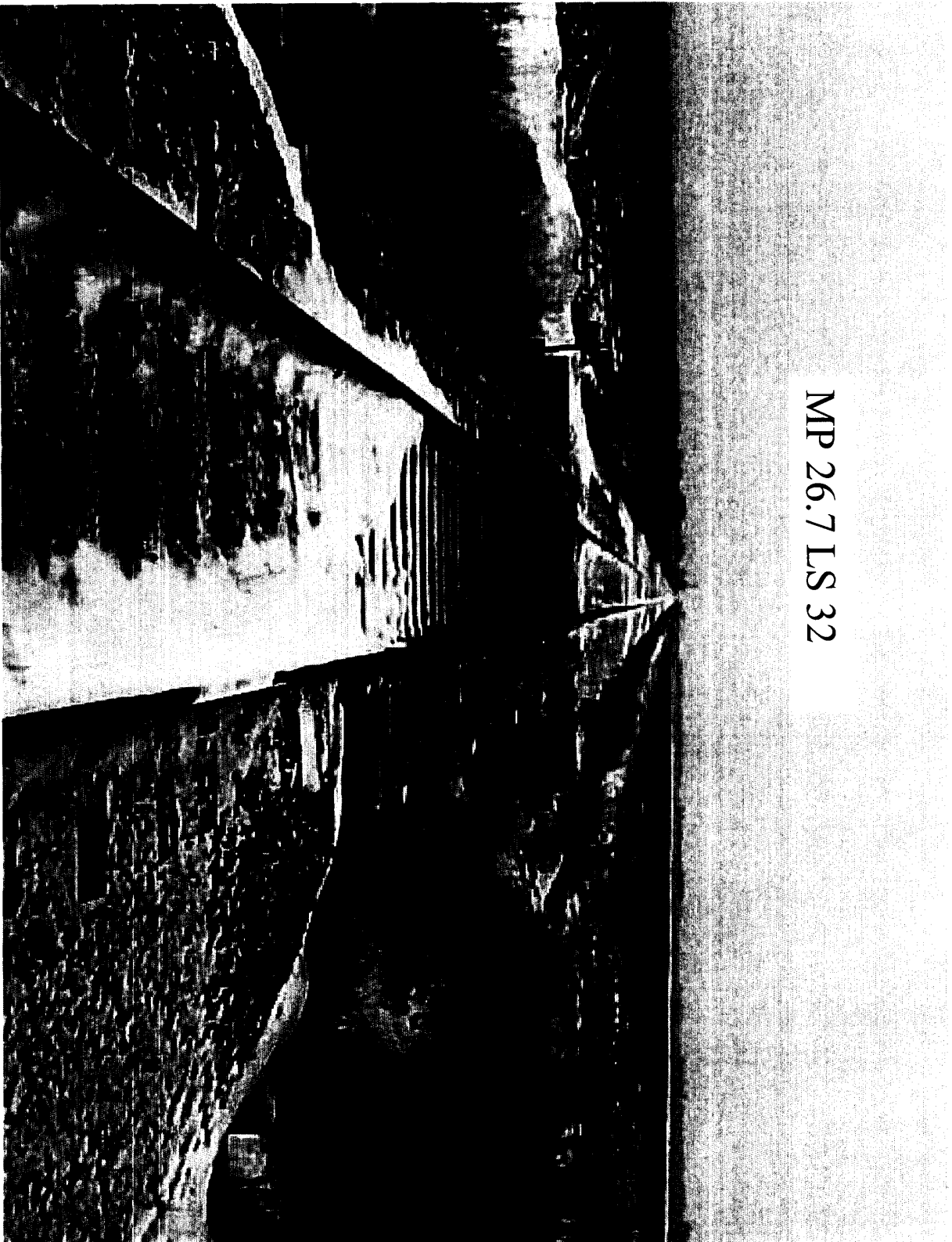
MP 26.7 LS 32



MP 27.9 LS 32



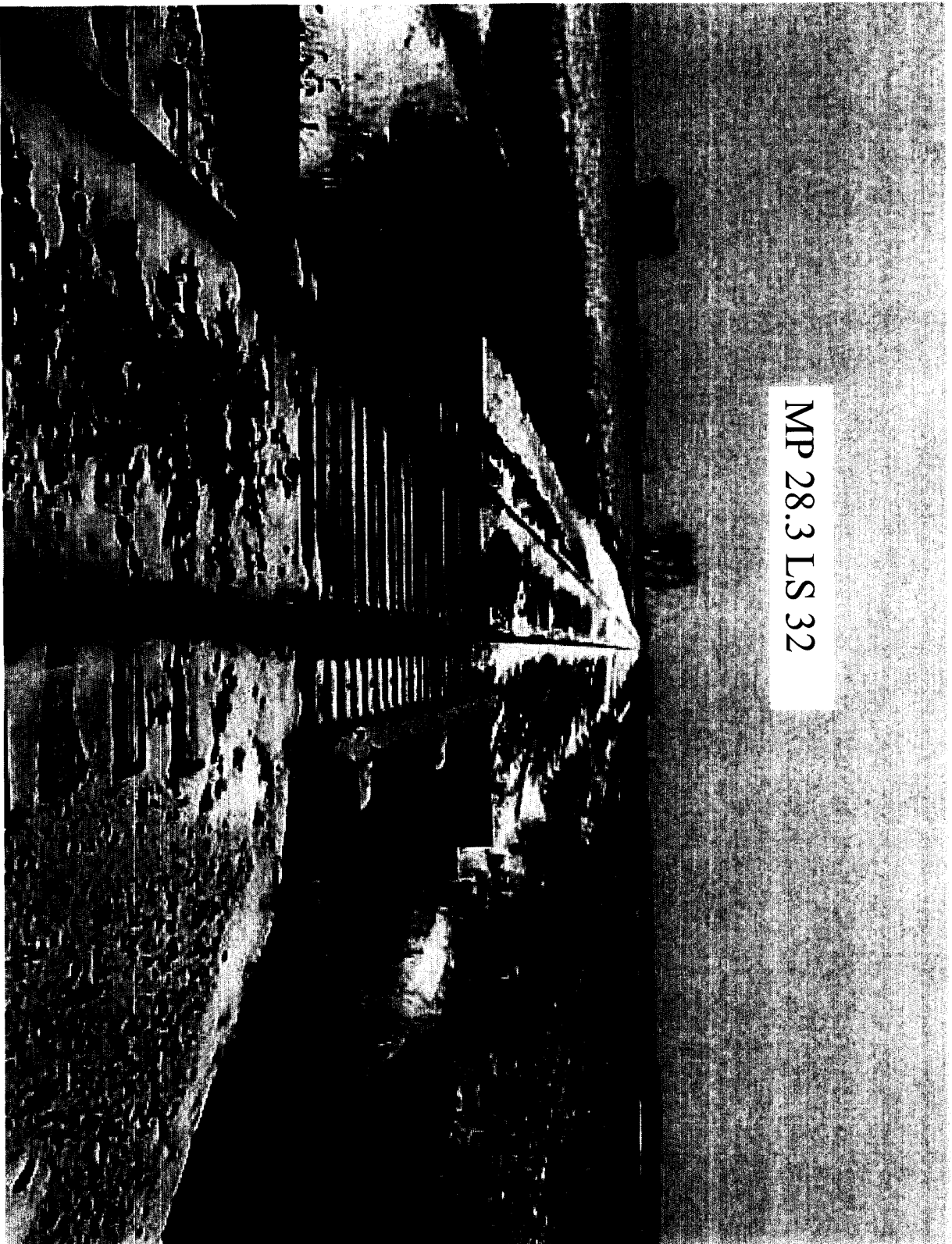
MP 26.7 LS 32



MP 27.9 LS 32

MP 28.3 LS 32

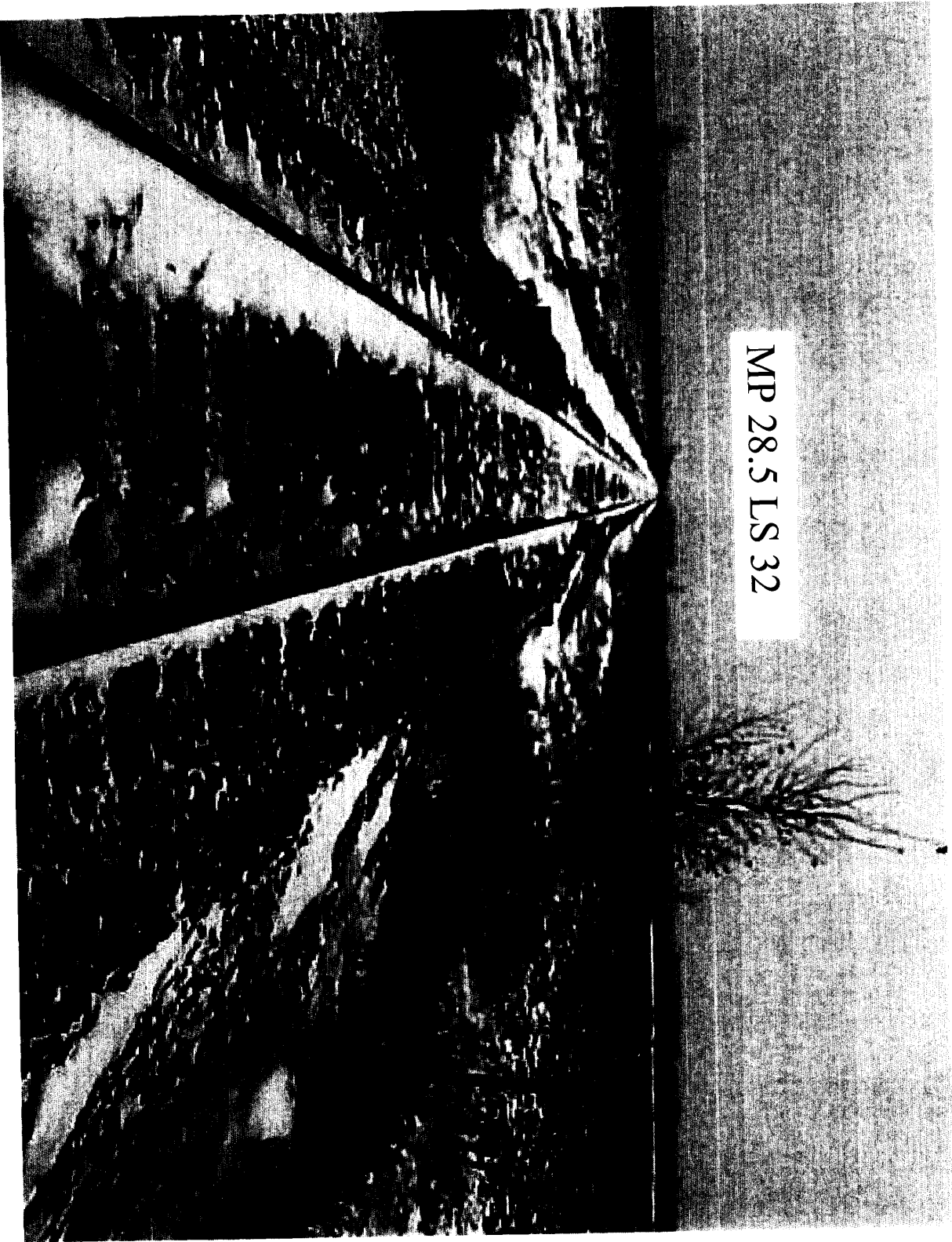
MP 28.3 LS 32



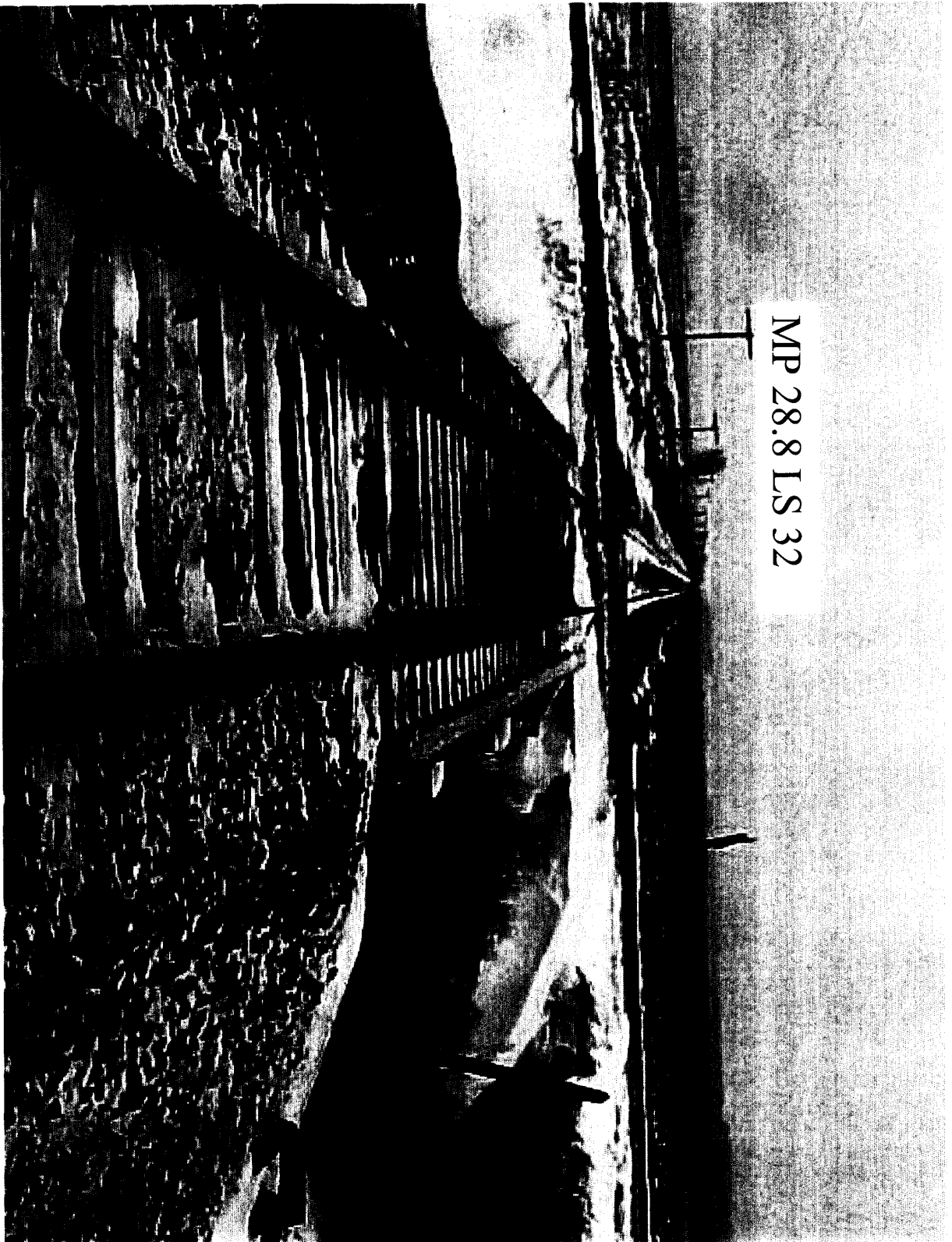
MP 28.5 LS 32



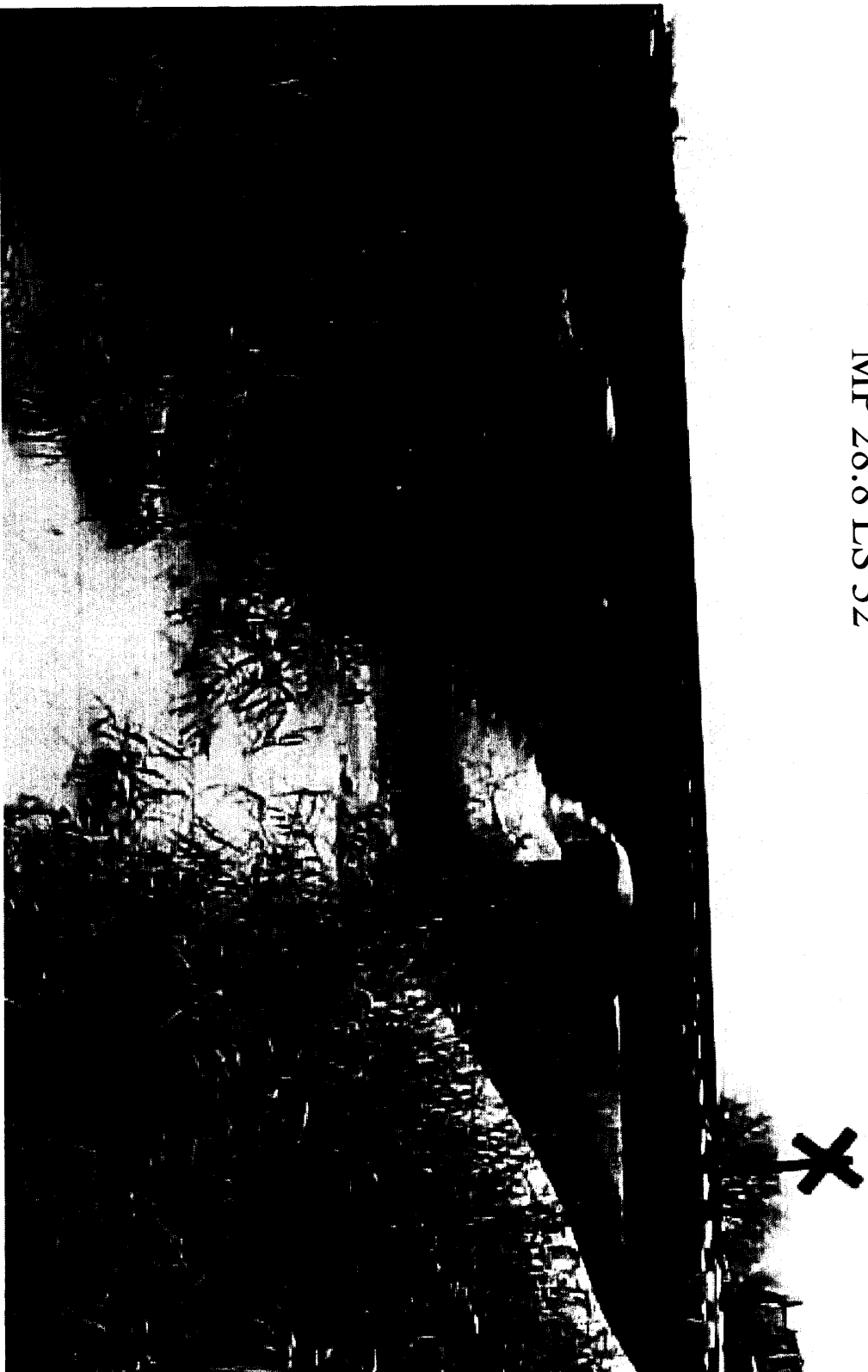
MP 28.5 LS 32



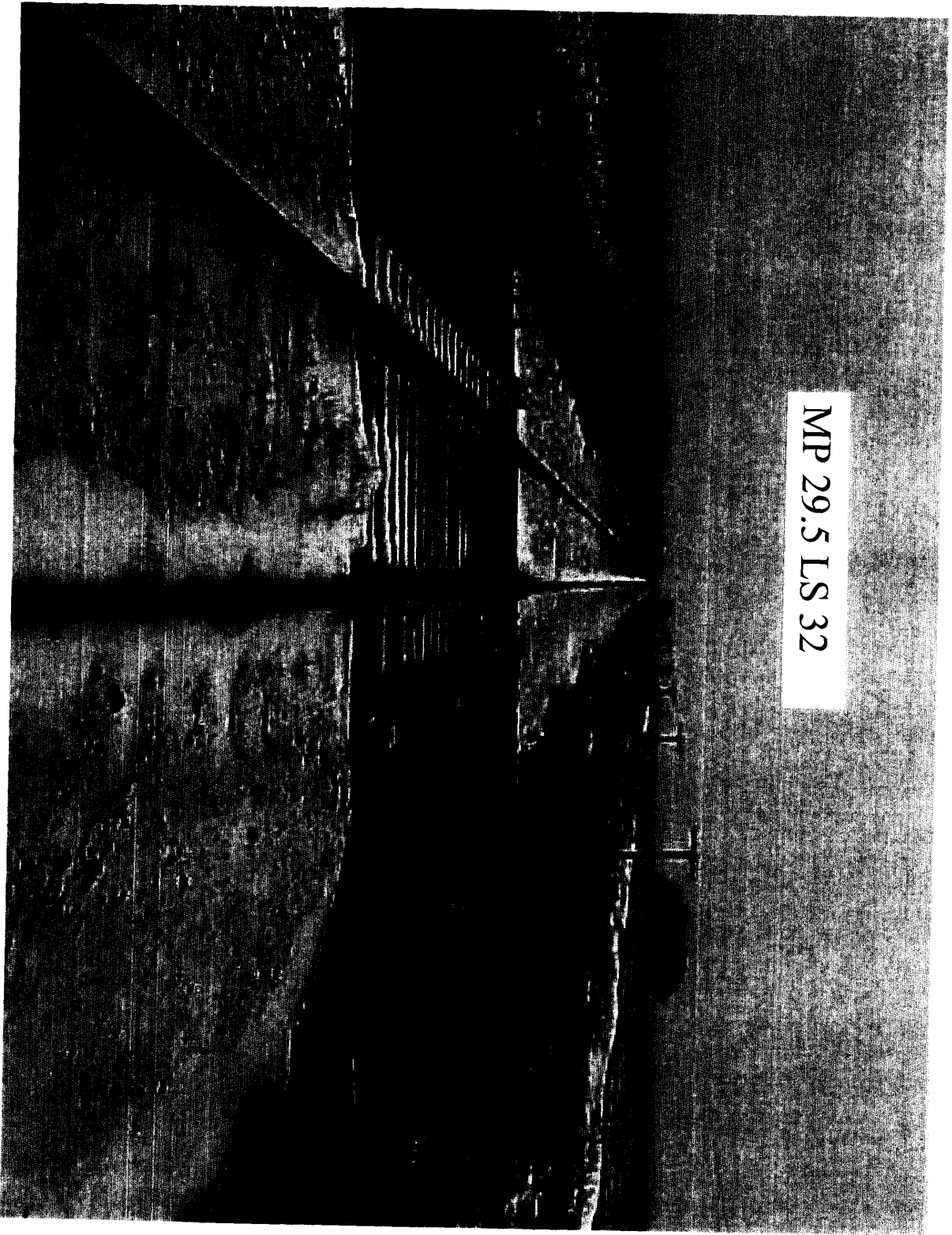
MP 28.8 LS 32



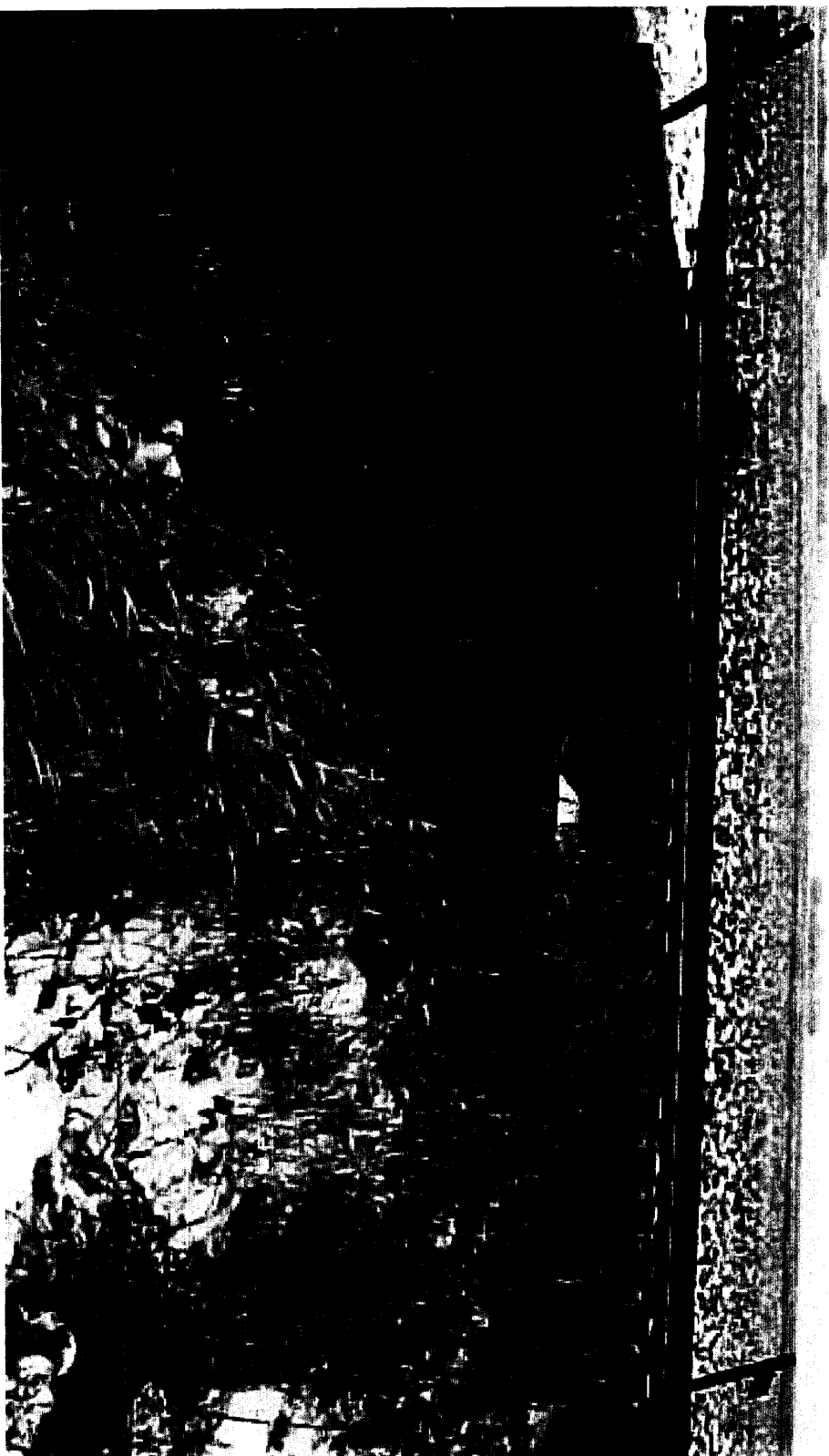
MP 28.8 LS 32



MP 29.5 LS 32



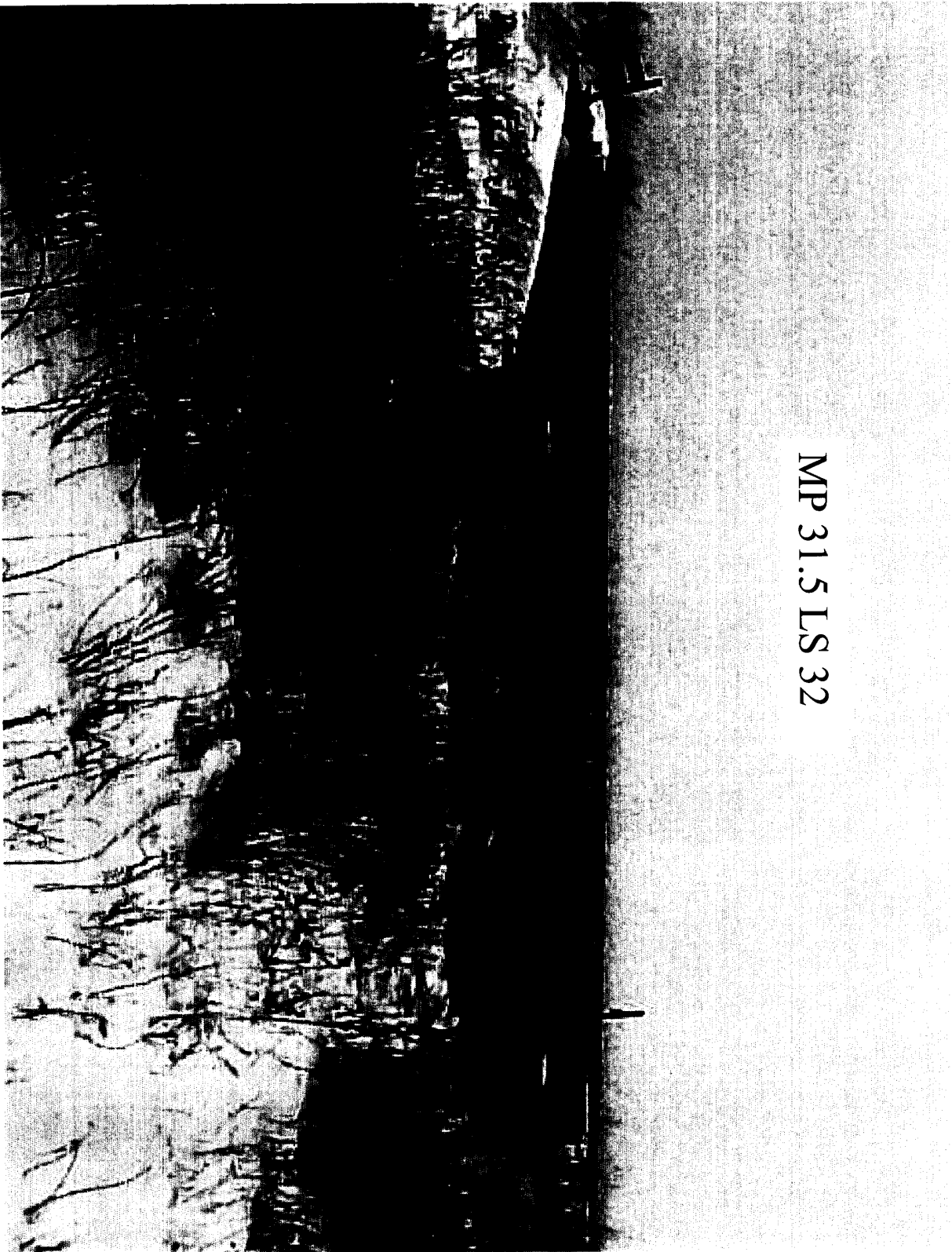
MP 29.5 LS 32



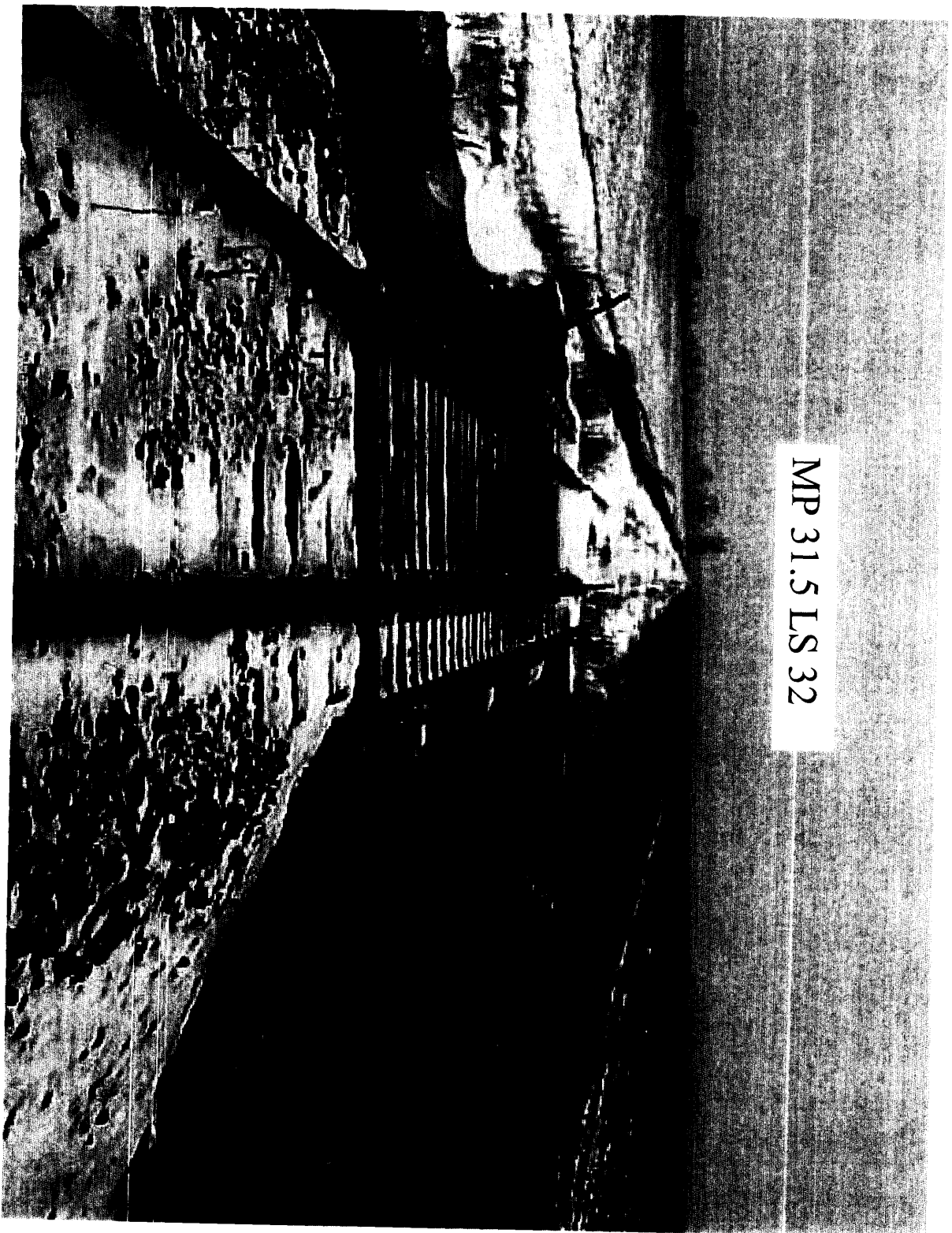
MP 31.0 LS 32

MP 31.0 LS 32

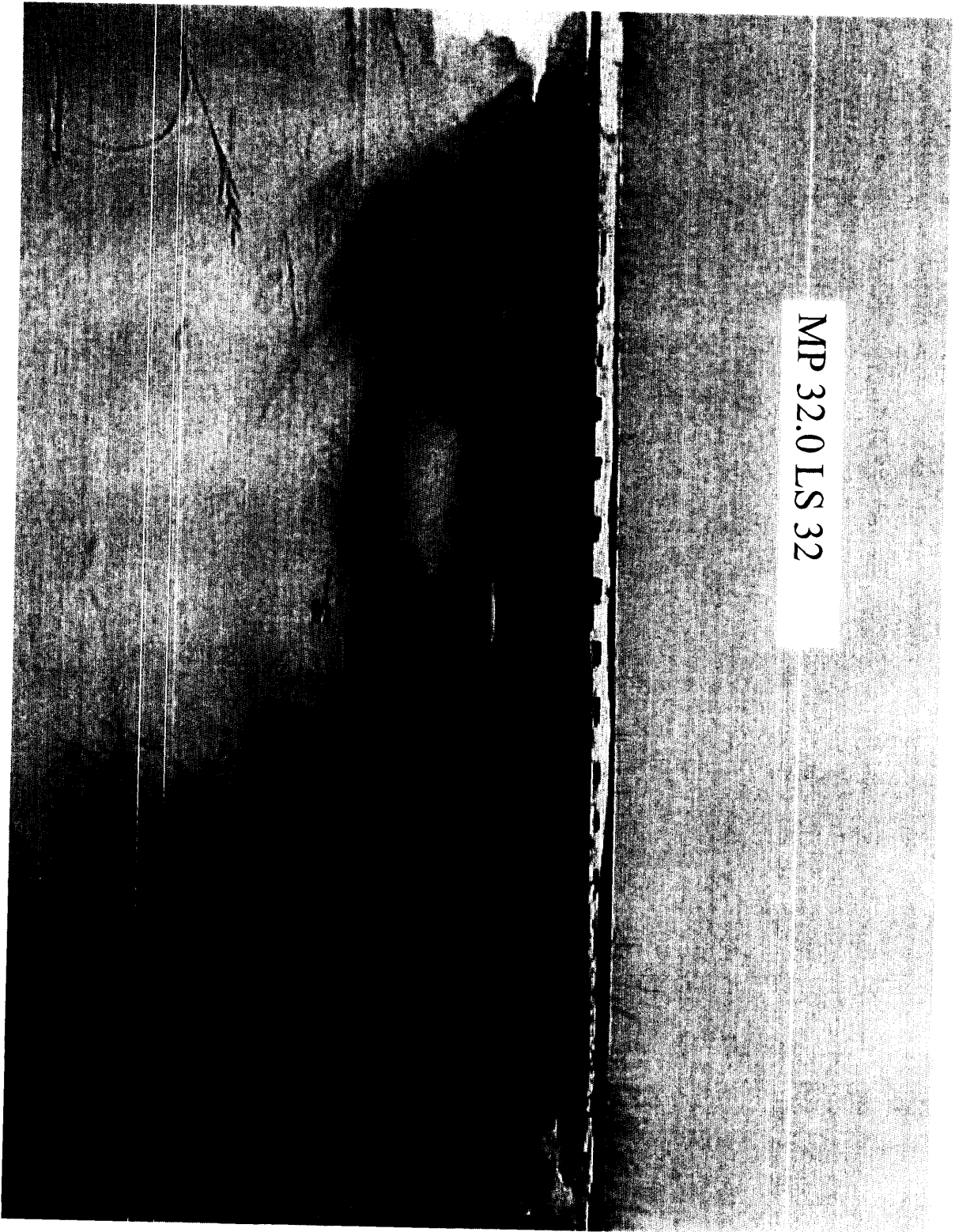
MP 31.5 LS 32



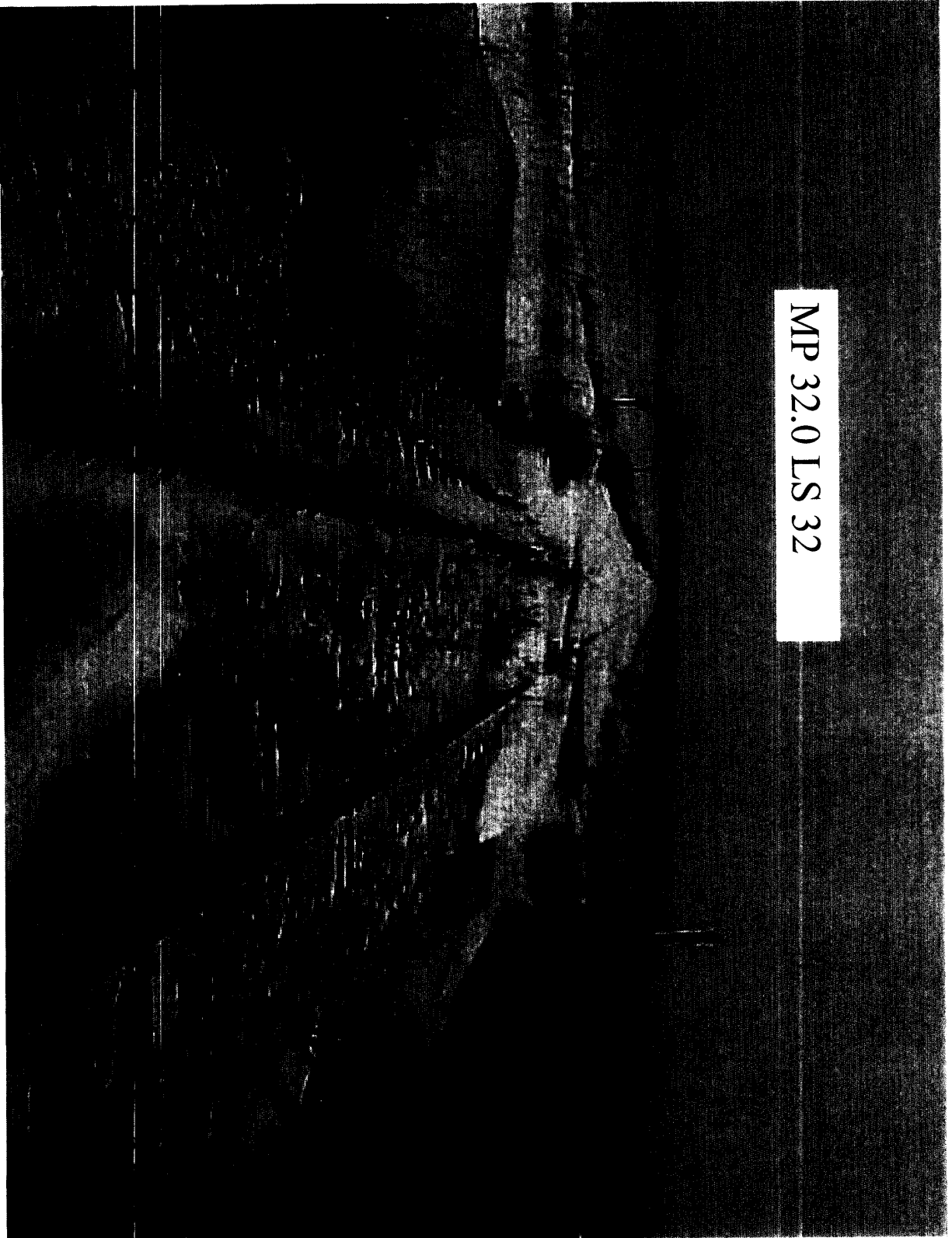
MP 31.5 LS 32



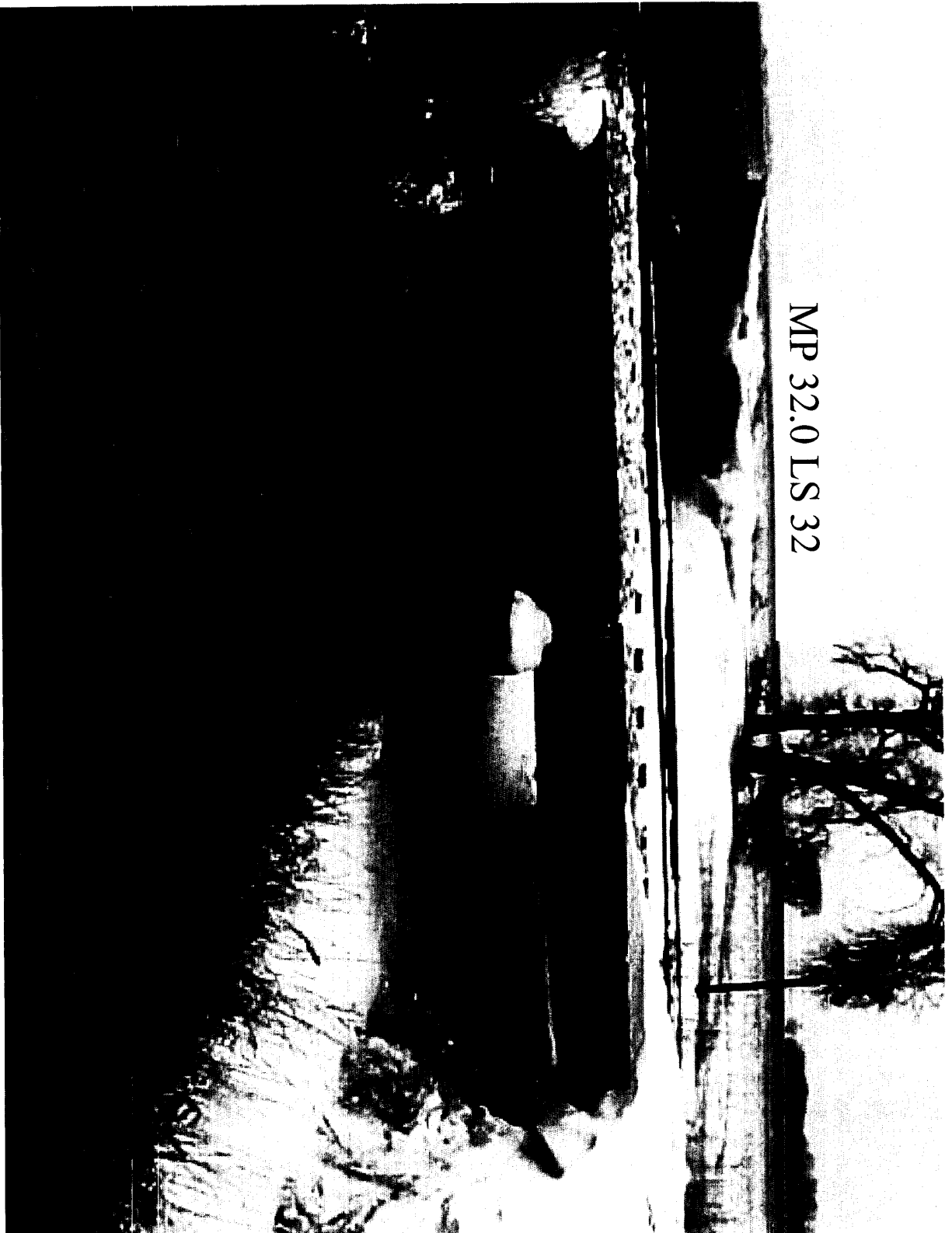
MP 32.0 LS 32



MP 32.0 LS 32



MP 32.0 LS 32



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MINNESOTA HISTORICAL SOCIETY

March 30, 2004

Mr. Brian Nettles
Freeborn & Peters LLP
311 S. Wacker Drive, Suite 3000
Chicago, IL 60606-6677

Re: Burlington Northern and Santa Fe Railway Company to abandon 15.91 miles of
railway between milepost 18.09 in Glyndon and milepost 34.00 in Felton
Clay County
SHPO Number: 2004-0866

Dear Mr. Nettles:

Thank you for the opportunity to review and comment on the above project. It has been reviewed pursuant to the responsibilities given the State Historic Preservation Officer by the National Historic Preservation Act of 1966 and the Procedures of the Advisory Council on Historic Preservation (36CFR800).

Based on our review of the documentation submitted, there do not appear to be any individually eligible buildings or structures along this line. As for the line itself, its construction as the St. Vincent Extension of the St. Paul and Pacific Railroad, begun in 1872, provided a link to Winnipeg via the Canadian Pacific Railway by 1879. Thus it may have significance as an important early rail link.

Contact our office at 651-296-5462 with questions or concerns.

Sincerely,

Dennis A. Gimmestad
Government Programs & Compliance Officer